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Hongkong Daily Press.

ESTABLISHED 1847

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N. LAZARUS
Eye Surgeon, Ophthalmologist
(Established Over Forty Years)
Manager: A. L. A. COOPER, M.B., B.S.
Registered Ophthalmologist by Council
of the Royal College of Physicians
(Personal Attention)

No. 21,940 號拾肆百玖千壹第 日陸廿月政民中 HONG KONG, WEDNESDAY, NOVEMBER 7th, 1928. 卷拜禮 日柒月壹拾年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10
Yau Ma Tei Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	5.69	6.94	8.19
Shatin Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	5.81	7.06	8.31
Ma On Shan Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.00	6.25	7.50	8.75
Tai Po Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	5.25	6.50	7.75	9.00
Ma On Shan Dep.	7.45	9.10	10.35	12.00	13.25	2.50	4.15	5.40	6.65	7.90	9.15
Shatin Dep.	7.50	9.15	10.40	12.05	13.30	3.00	4.25	5.50	6.75	8.00	9.25
Yau Ma Tei Dep.	8.05	9.30	10.55	12.20	13.45	3.15	4.40	5.65	6.90	8.15	9.40
Kowloon Arr.	8.15	9.40	11.05	12.30	13.55	3.25	4.50	5.75	7.00	8.25	9.50

DOWN TRAINS											
STATIONS	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
Canton Dep.	8.00	9.25	10.50	12.15	1.40	3.05	4.30	5.55	7.20	8.45	9.70
Shatin Dep.	8.15	9.40	11.05	12.30	1.55	3.20	4.45	5.70	6.95	8.20	9.45
Yau Ma Tei Dep.	8.30	9.55	11.20	12.45	2.10	3.35	4.60	5.85	7.10	8.35	9.60
Tai Po Dep.	8.45	10.10	11.35	13.00	2.25	3.50	5.05	6.30	7.55	8.80	10.05
Ma On Shan Dep.	9.00	10.25	11.50	13.15	2.40	4.05	5.30	6.55	7.80	9.05	10.30
Shatin Dep.	9.15	10.40	12.05	13.30	2.55	4.20	5.45	6.70	7.95	9.20	10.45
Yau Ma Tei Dep.	9.30	10.55	12.20	13.45	3.10	4.35	5.60	6.85	8.10	9.35	10.60
Kowloon Arr.	9.40	11.05	12.30	13.55	3.20	4.45	5.70	6.95	8.20	9.45	10.70

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3.00 P.M. "WING ON" do.
(Sundays Excepted).

EXCURSIONS TO MACAO.

On SUNDAY, THE 11th NOVEMBER (ARMISTICE DAY).

On MONDAY, THE 12th NOVEMBER Do.

S.S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9 A.M. and
from Macao at 4.30 P.M.

RETURN SALOON PASSAGE FARE: \$5.00.

Above Sailings are subject to Weather Conditions and Intending
Passengers are requested to communicate with the Office, whenever any
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Le Lilas de Rigaud TEL. K. 155.

BRITISH RAILWAYS NEW POLICY.

\$6,000,000 INCREASE IN
PASSENGER RECEIPTS.

CHEAPER FARES AND HIGHER REVENUE.

Railway passenger receipts of the
four great British companies in the
thirteen weeks ended September
27th last were more than six million
pounds more than in the corresponding
period of 1927.

This increase follows on the
policy of cheaper fares and better
travelling facilities which was intro-
duced at the beginning of the
summer.

Railway officials who have closely
studied the public response to new
efforts to revive the habit of rail-
way travel believe that they have
succeeded, at least in part, in meet-
ing the competition of road trans-
port.

"The additional excursions which
we have introduced in various locali-
ties have been very popular," said
an official of the London Midland
and Scottish Railway to a Daily
Express representative.

"Boon To The Public"

"The travelling public has, of
course, increased during the year in
all branches of transport, but allow-
ing for this fact, it can safely be
said that the increased facilities
have not only been a boon to the
public, but also a profit to the com-
pany."

An official of the Southern Rail-
way said:
"A large proportion of our in-
creased receipts is undoubtedly due
to the improved facilities and
cheaper fares. It must be borne in
mind, however, when making a com-
parison that had weather greatly
restricted all kinds of passenger
traffic last year."

An official of the London and
North-Eastern Railway said: "The
great increase in the number of
speculative trains which we start-
ed early in the year has been gen-
erally appreciated. The public still
do not realize, I think, the number
of trains we now run compared
with a short time ago. Races, con-
ferences, football matches, and
many other special occasions are
all supplied with special services at
cheap rates."

Excursions.

"We find that we can fill trains
with excursionists who wish to visit
Atlantic liners at Liverpool or
Southampton, or with people who
wish to visit the great industrial
towns. Other excursions have been
run to Cardington for people who
wished to see the giant airship R100
in its lair, and to railway works
where they may see the latest types
of locomotive under construction."
"These and many other diverse
interests have been successfully ex-
ploited to induce the public to travel
by rail. They are innovations, and
it is by such new ideas that profit-
able passenger traffic will be cap-
tured. There is, no doubt, a re-
vival in the railway travel habit
taking place."

A Great Western Railway official
said:
"Excursions, week-end, and cheap
day tickets can claim to have shared
with the glorious weather the re-
sponsibility for the increased passen-
ger receipts. We cover a very
popular part of the country, and
the facilities we have offered have
been eagerly grasped by the public."

GHANDHI IN FAILING HEALTH.

INDIAN LEADER GIVES UP
TRIP TO EUROPE.

Mahatma Gandhi, says the
United Press, the "great soul" of
India, has not been in the best of
health. He is in his 60th year and
spends much of his time in medita-
tion and quiet.
Native doctors, the only kind he
will permit to attend him, confess
themselves anxious about him. He
has had to abandon a proposed
trip to Europe.

Nevertheless, although his vigor
has been impaired, Gandhi's
spirit burns as strongly as ever.
The man who is often described as
the "Tolstoi of India," declares
he has not shifted his ground in
the slightest.

Close followers of Indian affairs
declare that Gandhi can never re-
turn to politics. The Gandhist
Non-co-operation party has, they
say, virtually ceased to exist. The
Swarajists are split into many fac-
tions, and there is no place for the
Mahatma.

(Continued at foot of next column.)

SHANGHAI MURDER MYSTERY.

PERPETRATED BY CHINESE.

MR. LAW'S CONDITION IMPROVING.

SHANGHAI, Nov. 6. (N.Y. H.E.)
We have good reason to believe
that it has definitely been ascer-
tained that Miss Dorothy Thomson was
murdered and Mr. H. D. Law was
gravely wounded by Chinese.
Although the condition of
Mr. Law still is such that a
complete statement of the events
which led up to the tragedy has
not been possible to obtain, Mr.
Law has been able to say that his
assailants were Chinese. For days
after the terrible occurrence, Mr.
Law remained unconscious and his
head swathed in bandages after the
delicate operation performed by
Dr. A. D. Dall. Last week it was
possible to remove the greater part
of the dressings and only one was
deemed necessary. Now, the wound
has almost healed and only small
plasters remain.

Pleading Things Together.

Mr. Law is taking food and
sleeping well but still finds great
difficulty in expressing himself.
Even simple words are only under-
standable by his attendants with
difficulty. At times he speaks fairly
rationally and on other occasions
he is only able to articulate and
express his thoughts with the
greatest difficulty.

The police, however, have by de-
licate methods been able to obtain
certain facts from the wounded
man, and together with certain in-
formation obtained from other
sources have pursued inquiries
which have, it is reliably reported,
resulted in arrests. Information
has been obtained from a delivery
coolie employed by a dairy, who
was in the vicinity of Keswick
Road on the night in question when
the crime was committed. This
man has said that he saw a number
of Chinese, four, he thinks, accost
a foreign lady and gentleman at
the time when the murder was
committed. Another witness, a
Chinese workman employed by a
painting company, who was return-
ing from the Fuhwa village, states
that he heard shots and saw in the
distance a sort of struggle between
Chinese and foreigners.

Marvellous Recovery.

Mr. Law is attended day and
night by special nurses and has
been allowed to see friends for very
short periods. He seems cheerful
and although unable to speak ex-
cept in a low undertone is able to
grasp what is being said and thanks
his visitors for calling to see him.
His recovery, however, in view of
the seriousness of the wound which
was caused by the bullet going com-
pletely through his head and splin-
tering the bone, fragments of which
had to be extracted from the brain,
is considered nothing short of mar-
vellous.

CHINESE MURDERS HIS MOTHER.

WIFE AND CONCUBINE ALSO
IMPLICATED.

A callous murder case is report-
ed in the columns of the Shanghai
from Changshu, a town on the
Shanghai-Nanking Railway.

It appears that a young Chinese
was reproved by his mother, who
declined to allow him to draw any
further funds from the family
treasury for smoking opium, the
mother saying that he had already
spent more than his share. Angered,
he took the matter up with his
wife and his concubine and, it is
said, all three thought that it
would be better to put the old lady
out of the way and get hold of the
family fortune.

They are said to have secured the
services of a richa coolie and to
have murdered the unfortunate
woman in a most brutal manner.

The case was brought before the
district court and the confession of
the richa coolie led to the arrest
of the others.

In court, all pleaded guilty and
the Court imposed the death sen-
tences on the son and the richa
coolie and sentenced the wife and
concubine of the son to life impris-
onment. All were deprived per-
manently of their civil rights.

Nevertheless, Gandhi still has
a mission in the role of peace-
maker between the two great forces
in the community—the Hindus and
the Moslems.

This work, from his place in the
little town of Porbandar, Gandhi
continues to pursue.

DIARY OF EVENTS.

Today.

(November 7th.)

Shanghai Races.
Whist Drive Seamen's Institute.
Licensing Board Meeting, noon.
Sale of Work: Helena May In-
stitute, 3 p.m.

Land Sale: Inland Lot No. 438
and Inland Lot No. 1947, Lammut
Bro. 3 p.m.

Opening of New Club, Chinese
Coy. Police Reserve, 17, Queen's
Road, 5.30 p.m.

Schubert Centenary Recital, Mr.
H. Ore, City Hall, 5.30 p.m.

Queen's Theatre: "Drums of
Love."

World Theatre: "The Telephone
Girl."

Star Theatre: "Paths to Para-
dise" (2.30-8.30 only) at 9.15.
Jack Carter's "Serenaders."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel,
4 p.m.

Principal Mails:—Outward:
Europe via Vancouver and Europe
via Siberia (Empress of Asia), 10
a.m.

Thursday.

(November 8th.)

Helena May Concert (Chamber
Music), 5.30.

Hockey: Y.M.C.A. 2nd v. St.
Andrew's Y.M. Club.

World Theatre: "The Black
Pirate."

Star Theatre: "A Little Journey,"
(2.30 to 8.30). 9.15 Jack Carter's
Serenaders.

Queen's Theatre: "Drums of
Love."

Tea Dance: H.K. Hotel, 4 p.m.

Dinner Dance: St. Francis Hotel,
4 p.m.

Friday.

(November 9th.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.

Chinese Chamber of Commerce
Meeting, 2.30 p.m.

E.O.S.B. Band Concert, Botanic
Gardens, 5 p.m.

Queen's Theatre: "Drums of
Love."

World Theatre: "The Black
Pirate."

Star Theatre: "A Little Journey,"
(2.30 to 8.30). 9.15 Jack Carter's
Serenaders.

Tea Dances: H.K. Hotel, 4.30 p.m.

Dinner Dance: St. Francis Hotel,
4 p.m.

Principal Mails:—Inward: Europe
via Suez (Malwa). Outward:
Christmas, parcel mail for England
(Macedonia), 4.30 p.m.

Saturday.

(November 10th.)

Coronation of Emperor of Japan.
7th Extra Race Meeting, Happy
Valley, 2 p.m.

Shanghai Races.
Reception at H.K. Hotel by
Japanese Consul General, 11 a.m.

Club de Beccreio, Bowls "At
Home," 3 p.m.

R.H.K. Yacht Club, Opening
Cruise.

R.H.K. Yacht Club, Dinner, 8.15
p.m.

Queen's Theatre: "Drums of
Love."

World Theatre: "The Black
Pirate."

Star Theatre: "A Little Jour-
ney," 2.30 to 8.30. At 9.15 Jack
Carter's "Serenaders."

Tea Dance: H.K. Hotel, 4.30 p.m.

Dinner Dances: St. Francis
Hotel, and Lane Crawford's
Restaurant, 8 p.m.

Principals: Mails:—Outward:
Europe via Marseille (Macedonia)
10.30 a.m.; Europe via Siberia
(Malwa), 9 p.m.

THE HONGKONG

Howe Kow Hotel, Refectory Bar Hotel.

[Palm Hotel.

Telegraphic Address:
"KREMLIN, HONG KONG."

AND

SHANGHAI

Amoy Hotel, Palace Hotel,
Maitland Hotel.

Telegraphic Address:
"CENTRAL, SHANGHAI."

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Rates in the Colony.

Hotel Launch meets all Steamers.
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MONDAY, WEDNESDAY & FRIDAY
5 to 7 P.M.

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obtained at the Office of the
above Hotel).

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and Trips
arranged for
and Special Care
Taken of TOURISTS.

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Part I—British Empire ... \$3.25
Part II—Foreign Countries ... \$5.00

Yvert & Teller
French Edition ... \$4.00

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Dealers in Postage Stamps, Religious
Goods, Pictorial Post Cards,
Garden Seeds, Toys, etc.

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ON SALE.

HONG KONG HANSAID RE-
PORTS OF THE MEETING
of the LEGISLATIVE COUNCIL
for the Session 1927.

Revised by Members.

PRICE ... \$5.

HONG KONG DAILY PRESS OFFICE.

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WALNUT BROWN
AND

DRY SACK

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American.

B.S.A. Air Rifles, and Miniature
Rifles, 22 Calibre, Repeating and
Automatic.

SPORTING CARTRIDGES of all
descriptions.

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6 BRASSFIELD ARCADE.

"CHINA" LADIES' HAIR DRESSING SALOON.

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The Whisky
of Quality
from the oldest
distillers in the
world

Haig
THE FATHER OF ALL SCOTCH WHISKIES



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HONG KONG.

DANCING TILL 1 A.M. BY SPECIAL PERMISSION.
SATURDAY, NOVEMBER 10th.

**CARNIVAL DINNER
DANSANT**
AT
THE ST. FRANCIS HOTEL

Latest Music, Confeiti, Balloons, Crackers, etc.,
and a Dinner that you will enjoy.

Make Your Reservations Early, Phone C. 5134.

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for **COUGHS
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Peps soothe the throat, destroy infectious germs, and carry healing and strength to all the breathing organs. For coughs, colds, catarrh, sore throat, laryngitis, bronchitis, and asthma, Peps are invaluable.

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it is
refreshing
and
invigorating.

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MITSUI BUSSAN KAISHA LTD.
HONG KONG.

Money and Markets

JAPANESE LOAN IN AMERICA.

FAVOURABLE TERMS.

New York, October 28th.
The Financial Commissioner, Mr. Juichi Tashima, of the Japanese Government, stationed in New York, announced the completion of the negotiations with the National City Company for the flotation in the United States of a new issue of external gold debenture bonds of the Oriental Development Company, Ltd., amounting to \$19,000,000 for 30 years at 5½ per cent.

The proceeds of the issue will be used to retire bonds equivalent to \$11,521,230, and also for the interest unconditionally guaranteed by the Imperial Japanese Government.

Mr. Charles F. Mitchell, President of the National City Company, confirmed the announcement and said that the bonds would be offered for sale on Tuesday.

Terms Are Favourable.

Mr. Tashima said: "Despite the unfavourable time when the money rate is high here, the Oriental Development Company was enabled to issue bonds on such favourable terms compared with several recent issues, because of the efforts of Mr. Charles F. Mitchell, President of the National City Company as well as of the National City Bank. The interest rate on the bonds of the Oriental Development Company of 1923 was 6 per cent., the term of the loan having been 30 years, offered at 92, the investors realizing 6.52 points, while this issue is at 5½ per cent., the term being 30 years, issued at 90, the investors realizing 6.241 per cent."

"The syndicate banks will meet on Monday to make the final arrangements. The bonds will be on sale on Tuesday."

"Since my arrival here on October 18th, I did my best for the flotation of the loan, but I must thank Mr. Mitchell for the influence he has exerted, and the sympathy he has shown us."

[According to an official announcement by the Finance Office of the Japanese Government, Mr. Tashima in New York acted by request of the Oriental Development. The sale of the bonds is to take place on October 30th, for which an understanding was already reached with the National City Company. The Finance Office has also announced that the terms of the loan of the Oriental Development for ¥4,000,000 would expire in November, this year, and for ¥10,000,000 in 1931. For the issue of the bonds of that company and the interest payment, the company has already obtained the permission of the Government.]

JAPANESE TARIFF ON LUMBER.

INCREASED RATES.

An agreement has been made between the officials of Agriculture and Forestry Office and Finance Office for a higher tariff on lumber as follows:—By 15 per cent. on red cedar; by 13 per cent. on white cedar; by 13 per cent. on American hemlock.

The increased tariff will be levied on lumber imported in the course of 1927-8 on a L.O.B. basis.

The Government expects to receive ¥6,606,000 more revenue annually, it is roughly calculated by the Agriculture and Forestry Office, on the basis of a 20 per cent. decline of import.

EXCHANGE BUSINESS IN HANKOW.

SLIGHT IMPROVEMENT.

HANKOW, October 28th.
The exchange business here, which had been severely depressed, has improved slightly of late, but it is still too early to say whether the improvement is of a permanent nature.

According to the latest official investigation, the number of exchange-shops at present numbers about 190, just about the same as three years ago. Their capital three years ago averaged 40,000 taels, but now it is between 5,000 and 10,000 yuan. None are connected with the bankers, which indicates the depression of banking business.

The money handled by the exchange firms averages 10,000,000 yuan for 15 days, which compares with 80,000,000 taels three years ago. The daily transactions totalled less than 200,000 taels. Loans to merchants are limited to less than 1,000 yuan, with daily interest at 0.02 per cent.

HONG KONG BUSINESS.

DEALINGS IN FOOD STUFFS.

Business done in Hong Kong on November 6th in rice, sugar and other foodstuffs included the following transactions:—

Double star white Siam rice 325 bags at \$7.35.
Green seal No. 1 white long rice 192 bags at \$6.83.
Red cargo rice 252 bags at \$6.16.
No. 2 broken white rice 300 bags at \$5.33.
Red seal white glutinous rice 400 bags at \$7.77.
Blue seal broken glutinous rice 107 bags at \$6.43.
Green pearl white rice 123 bags at \$8.47.
Green seal No. 3 white rice 874 bags at \$6.01.
Blue seal broken white rice 600 bags at \$6.53.
Red seal No. 1 broken white rice 378 bags at \$6.23.
Black seal No. 2 broken white rice 105 bags at \$6.01.
Smooth, fine powdered candy 500 bags at \$9.55.
No. 13 coarse powdered candy 200 bags at \$7.08.
No. 21 coarse powdered candy 500 bags at \$7.35.
No. 24 coarse powdered candy 500 bags at \$7.53.
Swatow large persimmons 130 packages at \$2.22.
Wuchow preserved dates 10 packages at \$4.00.
Green beans 200 bags at \$7.

OVERSEA MARKET REPORTS.

OCTOBER 27th.

Sugar:
Java, Spot, 13.7-16 guilders —
Java, Jan., 13.7-16 guilders —
Java, Jan., 13½ guilders —
London, Oct., 11s. 7½d. —2½
New York Raw Cotton:
Crack Double Extra, Spot, \$5.32 —
Extra, Spot, \$5.22 —
December, \$5.19 —01
January, \$5.20 —
April, \$5.20 —
May, \$5.20 —

Chicago Wheat:
December, \$1.18½ +4½
May, \$1.25½ +4½
Spot, \$1.18½ +1½

New York Rubber:
Spot, 18½ —
January-March, 18½ —½

London Rubber:
Spot, 8.15-16d. —
January-March, 8½d. —

Shanghai Cotton Yarn:
October, 164.9 taels —
March, 159.1 taels —4

Egyptian Raw Cotton:
October, 35.01 tallars —06
January, 35.52 tallars —10

Wall Street:
Steel, 161½ —1
Anaconda, 87½ —
Shares dealt in, 1,500,000 —2,000,000

New York Raw Cotton:
Spot, 18.60 +20
December, 18.34 +22
Highest, 19.37
Lowest, 19.15
January, 19.32 +25
March, 19.28 +21
May, 19.30 +21
July, 19.23 +19

Bombay Raw Cotton:
Branch, F.G. Apr.-May, 353 —2
Omra, F. Dec.-Jan., 322 —2
Bengal, F. Dec.-Jan., 294 —2

Yokohama Sulk:
October 29th.
Morning, Afternoon.
October, 139.40 139.70 +30
November, 139.50 139.90 +40
December, 139.90 140.40 +50
January, 137.30 137.70 +80
February, 137.90 138.20 +110

Osaka Sugar:
October 29th.
Morning, Afternoon.
October, 11.95 12.02 —05
November, 12.11 12.03 —05
December, 12.11 12.03 —05
January, — — —
February, — — —
March, — — —

Osaka Raw Cotton:
October 29th.
Morning, Afternoon.
November, 62.20 62.15 +60
December, 61.40 61.20 +40
January, 61.30 61.35 +75
February, 61.40 61.25 +65
March, 61.45 61.35 +80
April, 61.60 61.45 +80

Osaka Rice:
October 29th.
Morning, Afternoon.
October, 29.10 29.20 +05
November, 29.58 29.50 —13
December, 29.90 29.78 —19

Osaka Yarn Exchange:
October 29th.
Morning, Afternoon.
November, 240.90 239.80 +2.00
December, 239.30 238.00 +2.40
January, 239.80 238.00 +2.80
February, 234.40 234.20 +2.70
March, 233.70 233.30 +2.80
April, 234.50 233.80 +2.10



STAG'S HEAD.

**BRITISH
LAGER BEER.**

VERY LIGHT—NO PRESERVATIVES.

\$19.50 per case
of 6 dozen pints
Or \$3.50 per dozen including
duty, delivered to your residence.

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PRINCIPAL HOTELS, CLUBS & DEALERS

Distributors—GILMAN & CO., LTD.

HONG KONG STOCK EXCHANGE.

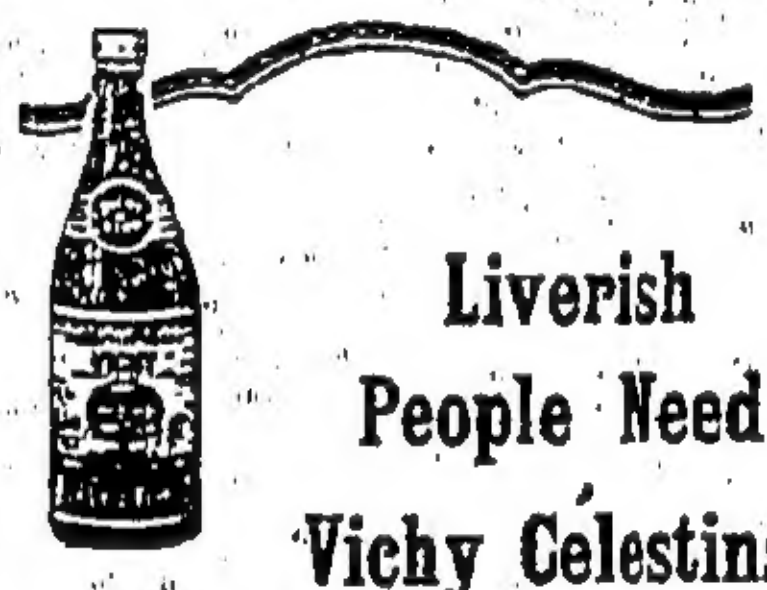
CLOSING QUOTATIONS.

NOVEMBER 6th, 1928.
H.K. Banks, 124.15 sel.
Do, 124.15 nom.
Chartered Bank, 124.15 buy.
Mercantile Bank, 124.15 nom.
Do, 124.15 nom.
P. & O. Bank, 124.15 nom.
East Asia Bank, 124.15 buy.
Union Insurance, 124.15 sel.
North China Ins., 124.15 nom.
Yankee Insurance, 124.15 nom.
China Underwriters, 124.15 buy.
China Fire Insurance, 124.15 sel.
Hong Kong Fire Ins., 124.15 nom.
Douglases, 124.15 nom.
H.K. Steamboat, 124.15 nom.
H.K. Tugs, 124.15 nom.
Indo-China (Frem.), 124.15 buy.
Do, (Def.), 124.15 buy.
Shell Transport, 124.15 buy.
Waterworks, 124.15 buy.
Kwai Ming, 124.15 buy.
Langkat (combined), 124.15 nom.
Do, (single), 124.15 nom.
Shai Explorations, 124.15 buy.
Shanghai Loans, 124.15 buy.
Rauts, 124.15 buy.
Troch Mines, 124.15 nom.
H.K. & K. Wharf, 124.15 nom.
H.K. & W. Docks, 124.15 nom.
China Providents, 124.15 nom.
Hongkong, 124.15 nom.
New Engineering, 124.15 buy.
Shanghai Docks, 124.15 buy.
Ewo Cottons, 124.15 buy.
Oriental Cottons, 124.15 nom.
Shai Cottons (old), 124.15 nom.
Do, (new), 124.15 buy.
H.K. & S. Hotels, 124.15 sel.
H.K. Lands, 124.15 nom.
Shanghai Lands, 124.15 buy.
Humphreys Estates, 124.15 nom.
H.K. Realities, 124.15 nom.
H.K. Tramways, 124.15 buy.
Peak Trains (old), 124.15 buy.
Do, (new), 124.15 buy.
Star Ferries, 124.15 nom.
China Light (old), 124.15 buy.
Do, (new), 124.15 buy.
H.K. Electric (old), 124.15 sel.
Do, (new), 124.15 sel.
Macao Electric, 124.15 buy.
Telephone, 124.15 buy, cum rights.
Do, 124.15 sel. x rights.
Do, rights, 124.15 nom.
China Buses, 124.15 buy.
Singapore Tractors, 124.15 nom.
Do, (Prel.), 124.15 buy, 15/3 sel.
China Sugars, 124.15 nom.
Malayan Sugars, 124.15 buy.
Canton Iron, 124.15 nom.
Cementa (combined), 124.15 nom.
Do, (old), 124.15 nom.
Do, (new), 124.15 sel.
H.K. Ropes (old), 124.15 nom.
Do, (new), 124.15 nom.
(Continued at foot of next column.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

ROBRY, November 5th.
Paris, 124.15
Geneva, 124.15
Milan, 124.15
Oslo, 124.15
Helsingfors, 124.15
Athens, 124.15
Buenos Aires, 124.15
New York, 124.15
Amsterdam, 124.15
Stockholm, 124.15
Vienna, 124.15
Bucharest, 124.15
Bombay, 124.15
Brussels, 124.15
Berlin, 124.15
Copenhagen, 124.15
Prague, 124.15
Lisbon, 124.15
Rio, 124.15
Yokohama, 124.15
Shanghai, 124.15
Hong Kong, 124.15
Silver (spot), 124.15
Silver (forward), 124.15



Liverish
People Need
Vichy Celestins

VICHY-CELESTINS is a natural order which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

Obtainable at all Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:

The French Store

Beaconsfield Arcade.

HATS, GOWNS, & NOVELTIES.

"Felix."

7, Ice House Street, Hong Kong.

TEL. C. 6294.

TO-MORROW TO SATURDAY



AT THE

WORLD

United Ambers, 124.15 nom.

Dairy Farms, 124.15 buy, 23 sel.

Walsons, 124.15 nom.

Der & Wings, 124.15 nom.

Law Crawford, 124.15 buy.

Machinists, 124.15 nom.

Sinners, 124.15 buy.

Wm. Powell, 124.15 buy.

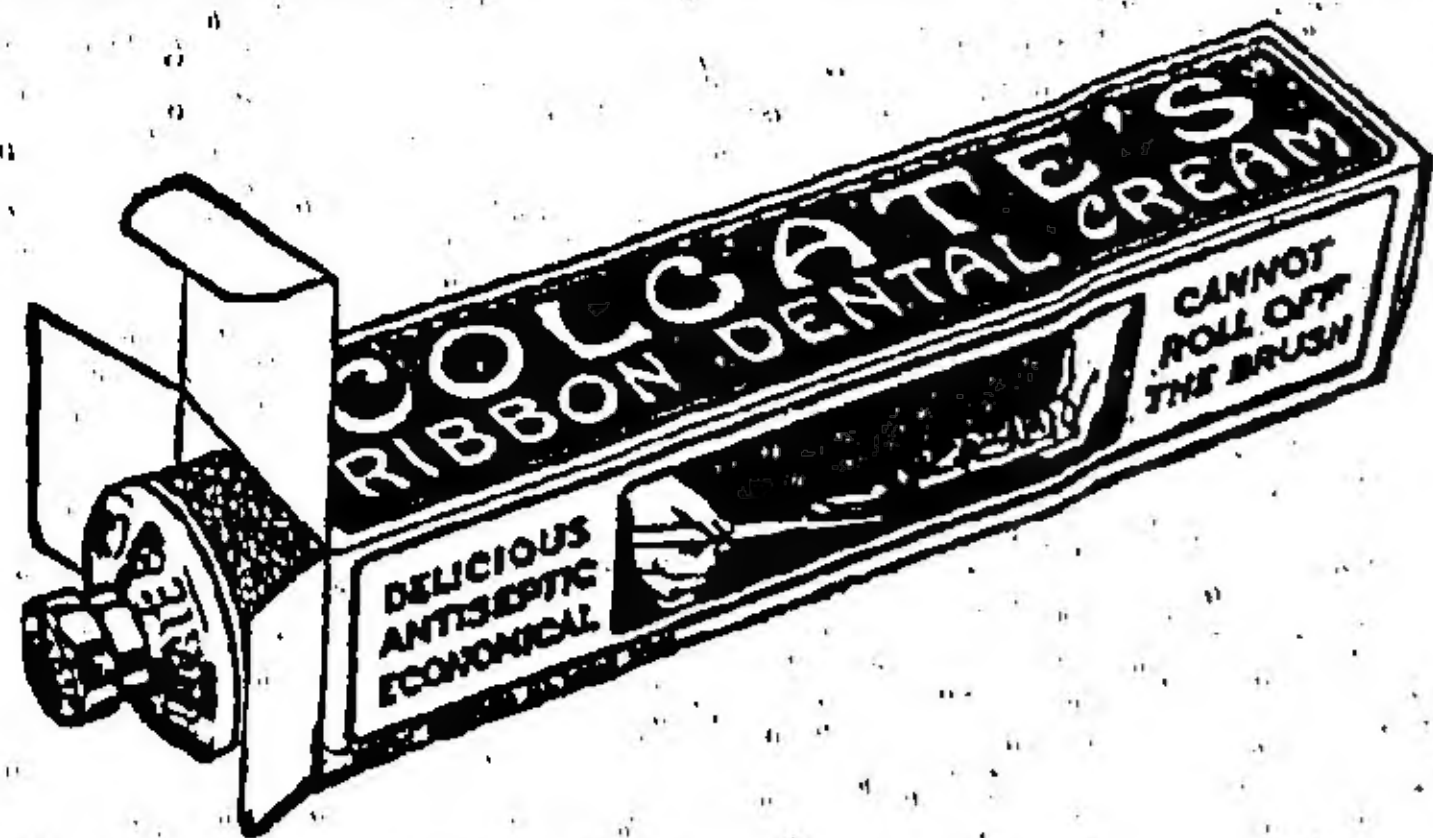
H.K. Amusements, 124.15 sel.

H.K. Constructions, 124.15 buy.

Byna India G. Bonds, 124.15 prom. sa.

H.K. Govt. Loans, 124.15 prom. sa.

buy—buyers; sel—sellers; sa—sales; nom—nominal

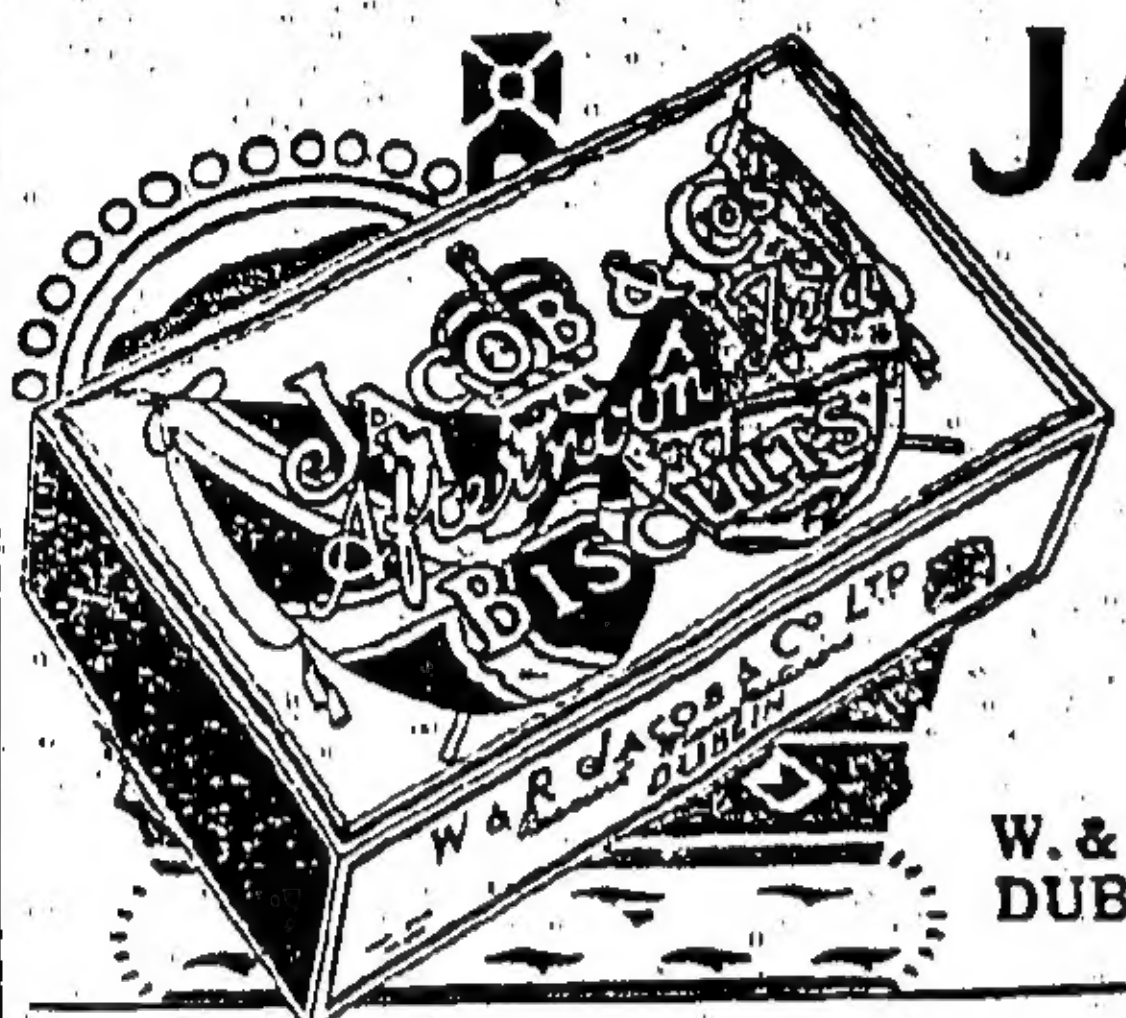


COLGATE'S RIBBON DENTAL CREAM

OBTAINABLE AT ALL STORES

SOLE AGENTS:

HONG KONG TRADING CO., LTD.



JACOB'S ROYAL AFTERNOON TEA BISCUITS

A daintily tempting
assortment
that makes tea-
time a treat.W. & R. JACOB & CO., Ltd.
DUBLIN IRELAND

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

鮮人莫不飲食也
能知味也

"There is nobody but eats
and drinks: But there are
few who can distinguish flavours"

Take the pleasantest path to
health and vigour. HORLICK'S,
the original Malted Milk, is
not only a perfect food—it is
a most delightful and refreshing
drink.

The flavour and aroma is most ap-
pealing; it is enjoyed by young and
old, infants and invalids. Easily made
—with hot or cold water—Horlick's
is the pleasantest health-giver obtain-
able.



Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai.

Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing
Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business,
Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables
of Railway, Tramways, Buses, Ferries, etc.

"Is excellently arranged and will be very useful."
Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be help-
ful to anyone having occasion to refer to it."
Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN
CLOTH AND SOLD FOR **ONLY \$1.00**

Obtainable from LEB'S, 10 Queen's Road Central,
Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book
Stall, Star Ferry Book Stall, and many other stores.

ASSOCIATION FOOT- BALL.

THE TRANSFER SYSTEM.

Speaking at the Jubilee Banquet
of the Lancashire Football Association
at Blackpool, Sir Charles
Cligg, President of the Football
Association, replied to the recent
criticism by the Dean of Durham
on the football transfer system.

Sir Charles said that at the present
time the Football Association
had connected with it 30,000
amateur clubs with a playing mem-
bership of 750,000. They had 400
professional clubs embracing 5,000
registered players, but two-thirds
of those 5,000 were men following
regular occupations.

The Football Association raised
each year about £100,000 for
charity. They could expect criticism
and they had been favoured
with some recently, but he was
sorry to say the criticism had come
practically from people who had
no knowledge or experience of the
game. In consequence he had been
asked to make some reference to
the question of transfers. There
was no necessity for him or any-
body else to interfere with the ar-
rangements with regard to trans-
fers. "I do not think," he said,
"the present system is perfect nor
does any member of the Football
League, but any criticism of it
must be accompanied by sugges-
tions for improvement and not
criticisms made in ignorance of
the position. One of the sugges-
tions thrown out was that players
are under some system of slavery."
That is perfect nonsense—nothing
of the kind.

Sir Charles said that clubs had
to spend thousands of pounds in
repairing their grounds and in get-
ting their teams together, and they
had to have some security at the
end of the season to keep their
players, for it would be the height
of folly to leave these clubs at the
whim of the players. "That is
the only matter," he said, "which
can in any degree be described as
slavery, and the Football Associa-
tion are prepared to take the full
responsibility of maintaining that
system. Everybody is on the look-
out for a perfect transfer system,
and I can tell you for one I have
not one." He had been looking for
improvement in that direction for
a long time. Helpful suggestions
would be most welcome to the Foot-
ball League.

He said without hesitation that
transfers could be justified as a
matter of principle. As he had
already said, he was against trans-
fer fees of such figures as £10,000,
for in his opinion no player in the
world was worth anything like
that price. "If a club is sufficiently
foolish to give £10,000 for a
player," he said, "it deserves to be
let in, and I should not be
sorry if it were." The objection
raised to extravagant transfer fees
was that they gave undue ad-
vantage to wealthy clubs. On the
surface that would seem to be some-
thing of a truism, but as a matter
of practice it did not work out
that way. They had only to look
at the positions in the League
tables at the end of last season,
when they found many poor clubs
near the top and wealthy clubs in
lowly positions, and the same thing
appertaining this season, to see the
truth of his statement.

Objection to transfers comes
from rather a peculiar source, in
one respect at all events. One of
the greatest critics has been the
Dean of Durham. If I may be
permitted to make a little com-
parison, I venture to say that the
practice of the Church, of which
the Dean is a member, involves the
same principle of transfer that we
have in operation in football. And
it is no detriment to the Church
that it is so. We know very well
that promotion, which is transfer
in another form, comes sometimes,
at all events, from merit, and in-
volves an increased financial ad-
vantage, and that is what is sup-
posed to come from football trans-
fers; but there is this difference
between promotion in the Church
and promotion in football. In the
Church the individual has a
pecuniary advantage, and in foot-
ball the player gets the small pro-
portion and the club gets the bal-
ance of the transfer fee, which
still remains in the game and can
only be applied for purposes of the
game. (Cheers.)

Sir Charles pointed out that
even if a club broke up then, under
the rules of the Football Associa-
tion, after its liability had been
cleared any surplus fund had to be
applied to some charitable purpose
or other. The Dean of Durham,
he said, had shown much ignorance
about matters he had criticized,
and they had good cause to com-
plain of prejudice calculated to
follow his criticism. Sir Charles
advised his hearers that if any of
them received criticism uncom-
panied by suggestions for improve-
ment they would do well to take
notice. (Cheers.) That sort
of criticism only brought the
critic into undue prominence,
which might be one of their
reasons for making the criticism.

Mr. A. Kingscott, treasurer of
the Football Association, also re-
ferred to the question, and said
that the more they went into it
the more some people would think
there was something in it. To his
mind there was nothing in it.
"The big purse clubs are not al-
ways the clubs that get the
honours," he added.

KWANGTUNG PING PONG TOURNAMENT.

HONG KONG PLAYER WINS
PROVINCIAL CHAMPION-
SHIP.

An exhibition Ping Pong Cham-
pionship Singles Tournament open
to all players of the Kwangtung
Province was held last week in
Canton.

There were many entries from
Hong Kong, the Chinese Athletic
Association being represented by
Chan Hon Shu and Shiu Tin Lim,
the Wah Yan Old Boys' Union by
Ng Tai Ping (President of the
Hong Kong Ping Pong League) and
Cheong Sam Chun and the South
China Athletic Association by Kwan
Man Ching, Wong Tung Hoi,
George Ko Yau Cheong, Wong Lan
Yew, Fok Hin Chew, Leong Yin
Cheong and Lam Sam Yuen.

The "knock-out" system was
adopted in the Tournament, and
Ng Tai Ping and Wong Mo Ping
(Canton Ping Pong Champion)
were qualified for the final. This
was very keenly contested. Ng Tai
Ping showed an exceptionally bril-
liant defence and his accurate
drives had the Canton Champion
guessing. Ng beat Wong by 16-13,
10-7, 10-6 and thus gains the title
of Kwangtung Provincial Ping Pong
Champion.

YACHT CLUB PROGRAMME FOR SATURDAY.

CANTON ROWERS UNABLE TO
TAKE PART.

On Monday morning news was
received from the Secretary of the
Canton Rowing Club that, owing
to sickness and other causes, it is
impossible to send down the Four
and Two Pairs to row against the
Yacht Club on Saturday.

This is very disappointing to
both sides, after training had pro-
gressed so far, but Canton's diffi-
culties in putting up crews from
their small community are readily
understood, and it is hoped that
the races may be brought off next
month.

In the meantime Saturday's row-
ing programme has had to be rapid-
ly re-organized, and will now be as
under:—

Event 1, 3 p.m.—Hornell Cup—
Hong Fours.
Event 2, 3.30 p.m.—Club Junior
Pairs.
Event 3, 4 p.m.—Club Senior
Pairs.
Event 4, 5 p.m.—A race over one
mile between R. Schmidt's
Four and a Club Four.

The dinner, which it was intend-
ed to hold at the Yacht Club on
Saturday evening, has been can-
celled.

HOCKEY.

Y.M.C.A. 2nd XI v. ST.
ANDREW'S Y.M.C.

The following will represent the
Y.M.C.A. 2nd XI against St. An-
drew's Y.M. Club on Thursday at
King's Park, at 5 p.m.:—

W. Borrowman; V. Petherick,
F. S. W. Smith; G. Mitchell, P.
Sands, W. McIntyre; A. Tate, E.
G. Sewell, F. Seddon, T. J. Price,
W. H. Smith.
Reserves: W. E. Price, V. M.
Hast.
Referee: E. R. Robinson.

TENNIS.

LADIES' RECREATION CLUB.

Ladies' Open Championship
Singles will commence on Monday,
November 19th. Entries close on
November 12th.
(Men's Club Championship Singles
(Hard Court) will commence on
Monday, November 19th.

CHAMBER MUSIC CONCERT.

PROGRAMME FOR TO-MORROW
AT HELENA MAY INSTITUTE.

A chamber music concert will be
given at the Helena May Institute
to-morrow at 8.30 p.m. The pro-
gramme which has been arranged
by M. and Madame Bonenfant is
as follows:—

- (a) Larghetto Handel.
(b) Prelude A. Liadow.
Cello: M. Bonenfant.
- (a) La Procession Franck.
(b) Deux Bergerettes Weckerlin.
Mrs. A. M. Bowes-Smith.
- (a) Elégie Rachmaninoff.
(b) Two Spanish Dances Granados.
Madame Bonenfant.
- A Birthday Song MacFadyen.
At the Well Hageman.
Mrs. A. M. Bowes-Smith.
- Sonata for Piano and Cello L. Beethoven.
(a) Maestoso-Allegro con fuoco.
(b) Andante.
(c) Allegro Molto.
M. and Mme. Bonenfant.
God Save The King.

Another concert arranged by Mrs.
Balen will be given on November
22nd.

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C.
WOLFE, C.M.G., CAPTAIN SUPER-
INTENDENT OF POLICE.)

Armistice Day.

The service of the following
Police Reservists for duty in con-
nection with the Armistice Day cele-
brations on Sunday, November 11th,
are accepted, and they will report
as under:—

Chinese Co.—Two sergeants and
ten constables will report at
Central at 0.30 a.m.

Indian Co.—Two sergeant and ten
constables will report at Central
at 9.30 a.m.

Flying Squad.—18 members of the
Flying Squad will parade with
their machines at Central at
10 a.m.

Sharpshooters' Co.—Six members
of this Company will proceed
direct to the stations allotted
to them at the hour arranged.

Police Training School.
The weekly classes for Police Re-
servists at the Police Training
School, Kowloon, will be held as
usual on Tuesdays, November 6th
and 13th, at 6 p.m. sharp.

Squad Drill.
All recruits of the Chinese and
Indian Companies, and of the Flying
Squad will parade at Central Police
Station on Thursday, November 8th,
at 5.30 p.m. sharp for Squad Drill
under Sergeant Condon. Dress:
Mufti.

Chinese Company.

TRAINING.

The following members have passed
their examination in Part II.
of Training Course (Knowledge of
Police duties and regulations):—
Constables R32 Cheung Ping Kwan,
R33 Leung Ping Tsung, R34
Leung Teh Min, and R35
Young Jackman.

SIGNALLING SQUAD.

Class for instruction in signalling
under Mr. R. C. Wilson will be held
at the Company's Headquarters on
Thursday, November 8th, at 6.45
p.m., and Tuesday, November 13th,
at 6 p.m.

There will be no parade for Ex-
tended Order and Baton Drill on
Thursday, November 8th.

Indian Company.

STRENGTH.

Constable R244 Purn Singh II,
has been taken on the strength of
the Indian Company as from No-
vember 1st.

PARADE.

All ranks of the Indian Company
are reminded of the parade to be
held at the Central Police Station
on Tuesday, November 6th, at 5.30
p.m. sharp.

Flying Squad.

The weekly instructional patrol
of both the Hong Kong and Kow-
loon Sections will take place in
Kowloon on Tuesday, November
6th. Members of the Hong Kong
Section will fall in at the Star
Ferry Wharf (Hong Kong side) at
4.45 p.m. sharp, where a special
lighter will be waiting to convey
the machines across the Harbour.
All will fall in at the Tsimtsai
Fire Brigade Station at 5.30 p.m.
sharp. Dress: Khaki uniform.

Sharpshooters' Company.

STRENGTH.

The following have been taken
on the strength of the Sharpshoot-
ers' Company as from November
3rd:—

Constables R418 W. J. B. Fletcher
R420 W. J. C. Fletcher, and
R435 B. P. C. Fletcher.

(Sgd.) W. KERR, A.S.P.,
Adjutant.

Hong Kong, November 6th, 1928.

JAPAN AND NEW ZEALAND ORE.

NEGOTIATING A BIG CON- CESSION!

According to a United Press
message from Sydney influential
Japanese interests are bidding for
the privilege of obtaining 7,000,000
tons of iron ore from New Zealand
mines.

The negotiations are causing
wide comment because early in
June of this year, Japanese bid
for the privilege of obtaining
300,000 tons from Koolan Island,
in the Buccaneer group north-west
of Australia, when the embargo
against aliens was lifted.

It is generally believed that if
the present negotiations are suc-
cessful the Japanese will hold a
dominant position in controlling
iron output in the southern hemi-
sphere.

This is considered of particular
importance because of the fact that
Japan proper is almost wholly
lacking in mineral resources of
this nature, and the present moves
give a vital supply to supplement
that from Korea, Manchuria and
some parts of China.

Proponents of the "white Aus-
tralia" policy are bitterly opposed
to allowing Japan to gain any
such strategic position. The
Japanese insist that their activities
are entirely legitimate, and that
large quantities of iron are neces-
sary if Japan is to continue her
course as an industrial nation.

GRIFFITH'S GREATEST Since "The BIRTH OF A NATION"



D.W. GRIFFITH PRESENTS "DRUMS OF LOVE"

with

MARY PHILBIN, LIONEL BARRYMORE,
DON ALVARADO, TULLY MARSHALL

A POWERFUL, gripping story of love and
hate directed by the man who made
"The Birth of a Nation" and "Way Down East!"
ALL HEARTS WILL VIBRATE TO
"DRUMS OF LOVE!"

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A GRIPPING mystery story, in which a young girl outwits a gang
of political crooks!

THE TELEPHONE GIRL

With

MADGE BELLAMY,
LAWRENCE GRAY,
AND MAY ALLISON.

AT THE **WORLD** FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.



THE "SILK HAT COMEDIAN" in a clever picture with many highly
diverting incidents concerning the solution of a series of complicated
mysteries!

RAYMOND GRIFFITH IN PATHS TO PARADISE

with

BETTY COMPTON, TOM SANTSCHE.
Based on the famous Broadway Stage Play.

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 8.30 only

9.15—Jack Carter's "Serenaders"—9.15

STAR THEATRE, KOWLOON

TO-NIGHT At 9.15 p.m.

SPECIAL ENGAGEMENT
OF
JACK CARTER
AND HIS BRILLIANT COMPANY

THE SERENADERS

DIRECT FROM A
FOUR YEAR CON-
TINUOUS RUN IN
SHANGHAI!

Booking at Moutrie's
and Theatre
PRICES:—33, 2 & 1.

BOXING.

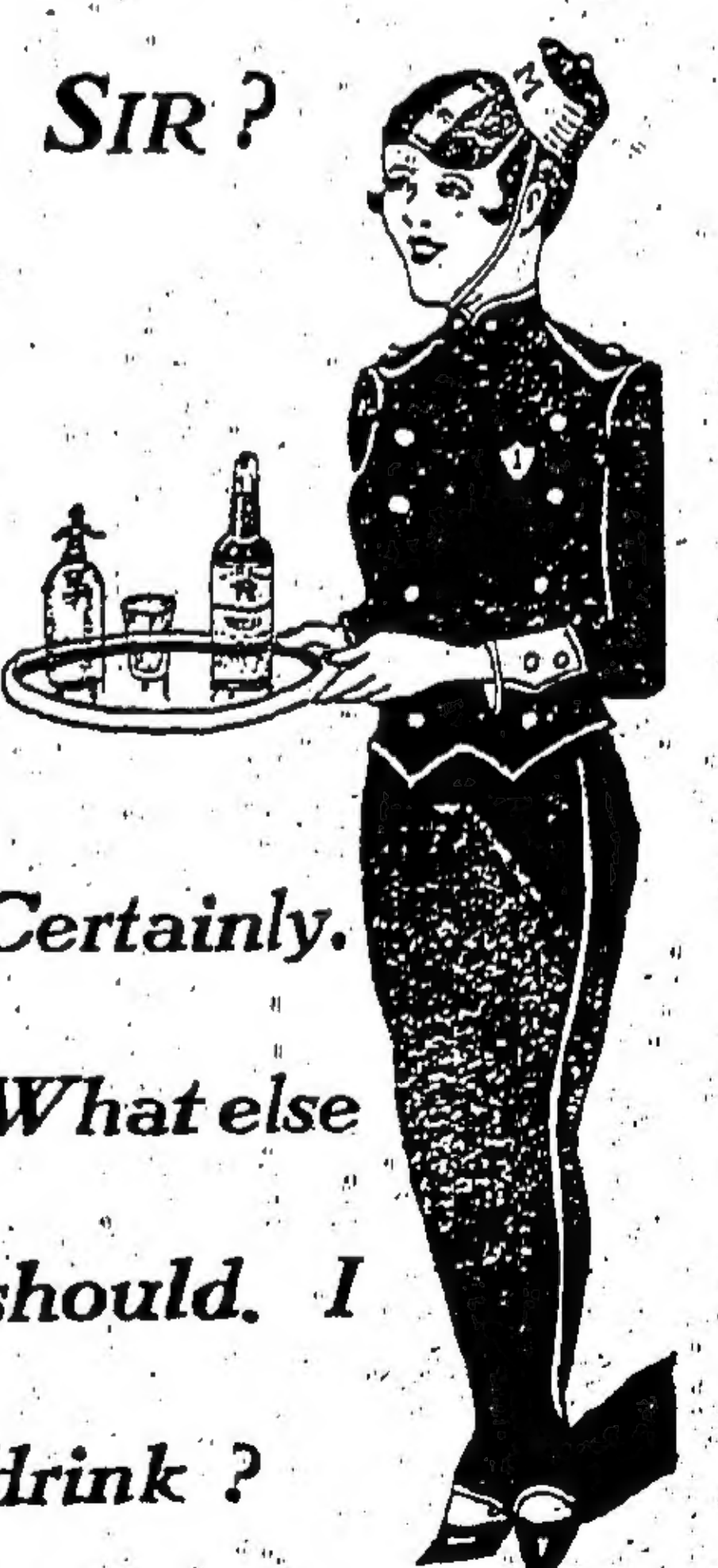
PAOLINO WINS ON POINTS.

[REUTERS' AMERICAN SERVICE.]

New York, Nov. 6th.
Paolino Uzcudun won the deci-
sion over Otto Vonporat, the Nor-
wegian heavyweight, at Madison
Square Gardens.

MARCHANT'S

SIR?



Certainly.

What else

should. I

drink?

MARCHANT'S
Gold Label
Whisky.

ONE-PIECE UNDERWEAR

The popularity of the "one-piece" underwear grows every year—easy to put on, easy to take off and never "wriggles" out of place.

STOCKED IN ALL SIZES IN

Aertex Cellular

\$6.50 per suit.

Artificial Silk

\$7.50 per suit.

"Meridian"

\$7.75 per suit.

"Jaeger" Pure wool

\$12.50 per suit.



Mackintosh

MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING. DES VOEUX ROAD

ARMISTICE DINNER DANCE

SATURDAY—
NOVEMBER 10th

Special Menu \$2.50 per cover

Lane, Crawford, Ltd.

The Smoke That Satisfies

2 2 2

"THREE TWOS"

WHITEAWAY'S



THE
"ROMA"
TOWEL

Large size towel of good quality with thick pile. Medium size and weight, absorbent texture, all white hemmed ends, pure cotton throughout. Size: 25 by 48 inches.

STANDARD
VALUE
PRICE \$1.25
EACH.



THE
"SEMITURC"
TOWEL

EXTRA SOFT FINISH.
For rapid absorption. Single pile, fringed ends. Stripes of Pink, Blue or Red on Fawn and White grounds.

Size: 20 by 38 inches.
STANDARD
VALUE PRICE
75 CTS. EACH.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

CLUB CRICKET IN ENGLAND.

It is not given to everyone to play first-class, or even second-class cricket. But most people who are keen on the game can find some club or other at home where they can get the standard of cricket which suits them. Club cricket is the sort of game which really matters to most people who are content to regard first-class matches as at once a spectacle and a course of instruction. And very delightful cricket it is too. I have been fortunate enough to play a good deal down in Devonshire, and though my Club was not one that was likely to take on a County eleven, some excellent sides came along to visit us. It has been possible, therefore, to form some sort of an idea as to how the general run of this type of cricket compares with cricket "as she is played in Hong Kong," which I take to be the point which will interest a majority of my readers.

I don't propose to consider the very big clubs, the giants of Clubdom so to speak. Of course, the M.C.C. is above all, and can turn out anything from an All-England eleven to a team which may be soundly trounced by a very ordinary Public School side. The Harlequins put out a team last August which put it across the West Indians badly. And there are a good many more Clubs like that, as for example, the Free Foresters and the Incomit. Again, I believe the Clubs round London are very strong. Hampstead, for instance, can turn out a tremendous side and there are a good many men playing there, who, could they afford the time, would walk into most county elevens.

But, taking cricket in the Provinces—West Country cricket anyway—I believe that the standard in Hong Kong compares very reasonably with that at home. For instance, the touring side of the Argentine Cricket Association—I don't think it was quite as strong as the side that played at Lords!—were nearly beaten by the North Devon C.C. who had out rather a weak side. I should say that last season's Kowloon League team would beat either of those Clubs eight times out of ten. I would back a full H.K.C.C. eleven every time against the Devon Dimplings, the Sussex Martlets' touring side, or even against G. E. C. Wood's team, the Goggles. About the three best Club sides I saw were the South Devon side, the Sherbourne Pilgrims and the Old Salopians. And either of last year's Interport teams, Shanghai or Hong Kong, would have met them on equal terms.

It may convey a more definite idea if one notes the performances at home this year of some of those cricketers who have played recently in Hong Kong. Lieut. Comdr. T. Halsey has been playing for Portsmouth Services, for the Navy at Lords, and elsewhere and has made a tremendous number of runs. J. H. Dale ("the Ginger Liberator") was picked for the Navy at Lords and got an excellent seventy or eighty in the first innings and has made several big scores for the Services at Portsmouth. Dynes (A.S.C.) who turned out two or three times on the H.K.C.C. ground when passing through on his way home last season has been making any amount of big knocks. Captain Congdon, who did so well against the Australians for the F.M.S. and failed completely when he came up to Hong Kong for Singapore, made a 200 the other day and has made a lot of fifties for the R.M. Depot at (I think) Deal. Cantrell, Hussey and Woodward—all of the same commission in the Hawks have all done well for the Chatham side. (I am sorry to be a bit vague about the exact Club names, but my "Cricketers" are being bound at the time of writing and I cannot check my references.) Captain C. O. Olliver whom many will remember in Hong Kong from 1920-1923 has also been doing well for Woolwich Garrison. Now all of these gentlemen have made their runs and taken their wickets in quite good class club cricket at home and yet I do not think it can fairly be said that they dwarfed all our regular cricketers in the Colony.

I have gone into this at some length because I have heard it said,

and said frequently, that Hong Kong cricket is all very well but its standard is terribly low. All I can say is that the more I saw of Club cricket (such as I have described) in England, the more I thought of our local standard, especially in fielding.

It is often said, though chiefly I admit by our best bats, that we have no bowlers in Hong Kong. But we are quite reasonably well off in that department of the game, compared with home clubs of the type to which I have referred. Barring two Middlesex' pros' who turned up in the M.C.C. match, I have met extraordinary few really good trundlers. Anyone who can keep any sort of decent length and spin the ball a bit—he need not break!—is reasonably sure of getting plenty of quite fair cricket even though he cannot bat at all.

Batting on the whole is pretty good, though, as I said in my last article, the straight drive seems to have gone "out." Fielding, on the whole, is perfectly appalling. Not only are catches put down, but picking up is generally slovenly and throwing in, with rare exceptions, perfectly atrocious. One reason perhaps is that the age of the very best Club cricketers seems to be well over thirty and it is surprising how many men of over fifty are playing regularly. Bowling is not very good as a rule. There are any amount of swingers, we don't swerve now-a-days—but they nearly all bowl two full tosses and three long-hops in an over.

But it is a delightful game and the people who play it seem particularly delightful people. One thing that struck me was the great hospitality shown towards players from abroad who are at home on leave. Not only does one's own club give one heaps of care, but the members go out of their way to find you other cricket if you want it.

Somehow or other most of the clubs seem to manage plenty of two day games, at all events during July and August. You start at eleven-thirty, or twelve if the visitors have to motor a long way. Lunch, one-thirty to two-fifteen. Ten, four-thirty to four-forty-five. Draw at seven; and all prompt to time. It's a pretty hard day's work, and if you have been out in the field all the time, you have had quite enough of it by seven! One thing struck me particularly. Until I led them astray, the worthy and worshipful members of my side never dreamed of having a drop of gin-wine before tiffin, and it was most unwise for anyone to stop on after the game for a yarn and a drink. It must be the stupid restrictions, thanks to Dora, about the sale of the "wine that maketh glad the heart of man" which have put the home people off their stumps.

On the other hand they are quite casual about their methods of travelling. Four men to a two-seater seems quite usual on tour, and there are other ways! On one occasion a Moth D.H. came loading round over the ground before the game, looked over the sandhills and then swooped gently down on the broad expanse of Instow beach. Thence emerging unhurried, enter W. W. Wakefield, sometime captain of English Rugby, complete in spotless flannels! "Wakers" uses the plane as an ordinary chap does his car, except that the latter would not park all night on the beach. Wakefield played a very nice knock in the last innings, and after getting about fifty or so, loafed off again for some joy-riding in the plane. It is true his propeller broke and he had to make a forced (but dignified), landing in a field, an hour or so after. But that we put down entirely to the shock to the machine's nerves caused by its nocturnal guard of Boy Scouts who, as usual, materialized from no-where.

Those who enjoy cricket, especially under pleasant conditions should certainly see the Instow ground, the home since 1837 of the North Devon Cricket Club. The pavilion is an old thatched farm-building. The wicket is well-nigh perfect, and the ground is one of the prettiest I have ever seen, standing as it does on a promontory between the Taw and Torridge; just by their junction. Straight out to sea is Bideford Bar, with "Landy" away in the distance. On the right, Brautoun Barrows and Saunton Golf Course where they tell me the Amateur Championship will be played in about ten years. On the left Appledore and Bideford, and just over the ridge, of the hogs-back, Northam and Westward Ho. A wonderful place it is, and a very worthy home for the most pleasant and excellent game of cricket.

R. ABBIT.

CINEMA NEWS.

"DRUMS OF LOVE" AT THE QUEEN'S.

The new picture at the Queen's to-day is D. W. Griffith's "Drums of Love," which has been based on the lives of Paolo and Francesca. The acting of Mary Philbin as Francesca and Lionel Barrymore as her crippled husband is extraordinarily fine and the director has managed to make a symphony in which there is no discordant note. Francesca, it will be remembered, marries the elder of two brothers

and in his absence falls in love with Paolo, the younger brother. The most dramatic scene occurs when the husband confronts them and implores his brother to tell him there is nothing wrong.

"The Black Pirate." Described as the wonder film of the year in which it was produced, "The Black Pirate" is being screened again in Hong Kong at the World from Thursday to Saturday. The hero of "The Black Pirate" is Douglas Fairbanks, who moves easily and lithely through a series of amazing and thrilling adventures, against a picturesque background. The picture is in full natural colour.

ROUND THE COURTS.

AN OLD REPROBATE SENTENCED.

"A DELIBERATE SWINDLE."

A Chinese who might have been Methuselah himself, was brought before Mr. W. Schofield at the Kowloon Magistracy on a charge of kidnapping a small boy from Canton and also for returning from banishment.

He was as wicked as he was old and he was lucky to get only ten months' hard labour on dual charges of such gravity. According to Inspector Fallon, the aged reprobate was discovered at No. 340, Portland Street by a mere chance when he went there to investigate a kidnapping case. He found a small boy on the premises. The lad was crying and when questioned the little fellow said that he had been kidnapped from his people in Canton by an old man. The Inspector waited and some time later the culprit appeared. The lad pointed an accusing finger at his persecutor. He was taken to the Police Station and on his finger prints being compared with those in the "Rogues' Gallery," he was found to be a man who had been deported from the Colony in 1911 for a period of fifteen years.

Defendant pleaded guilty to both charges. It was said that he had lured the boy away from home on the promise that he would get him some work to do with a millionaire in San Francisco.

"FLYING THE WHITE PIGEON."

It is a very common trick to sell a young man's tail in Hong Kong and then after the money has been handed over the girl returns to her old home. "Flying the white pigeon," is a well worn trick yet people are being victimised almost daily.

Chinese women are very credulous folk, and once they get the idea of buying a little slave girl to use her as the household drudge they rush at any proposition offered and seldom take the trouble to make proper enquiries. Then they are victimised and seek police assistance.

Such a case was brought before Mr. R. E. Lindsell at the Central Magistracy yesterday. The magistrate said it was a "deliberate swindle." Here was a woman who had sold her daughter for \$150 to the wife of a grocer. The child was only 12 years old and it was marvellous how well she had been coached. The money was paid over, and after a short spell of service, the girl disappeared and returned to her mother.

Mr. Lindsell sentenced the girl's mother to two months' hard labour, and told the victimised grocer's wife that she deserved to lose her money for having bought the girl without making proper enquiries.

POLICE APPEAL TO PUBLIC.

A Chinese was brought before Mr. W. Schofield at the Kowloon Magistracy for having two spanners in his possession. Although he said that he had picked up the tools in Middle Road, the police suspected that he had stolen them.

The police were unable to proceed with the case because the owner of the spanners had not notified the police of their loss. Insp. Fallon, who had charge of the case, said that he had had much difficulty in tracing the owner of the tools. It would indeed be a great help to the Police if the general public would give every assistance and report every small article lost or stolen.

Insp. Fallon asked his Worship to remind the case for two days saying that if due publicity was given to it the owner might come forward. The case was accordingly adjourned.

ILLEGAL ARMS.

A Chinese returning to the Colony by the *President Taft* was found to have one revolver and 52 rounds of ammunition hidden among his luggage. When searched at the wharf, he said that he had no contraband, but the arms were unearthed from one of his boxes.

The offender was brought before Mr. W. Schofield at the Kowloon Magistracy and was fined \$400.

THIRTY YEARS' RECORD SPOILED.

A Chinese coolie who had put in thirty years' good service at the China Sugar Refinery was accused of stealing a coil of copper wire from the refinery. He was brought before Mr. R. E. Lindsell when he admitted the theft. He was fined 85 and thus a long record of faithful service was spoiled by yielding to "golden temptation."

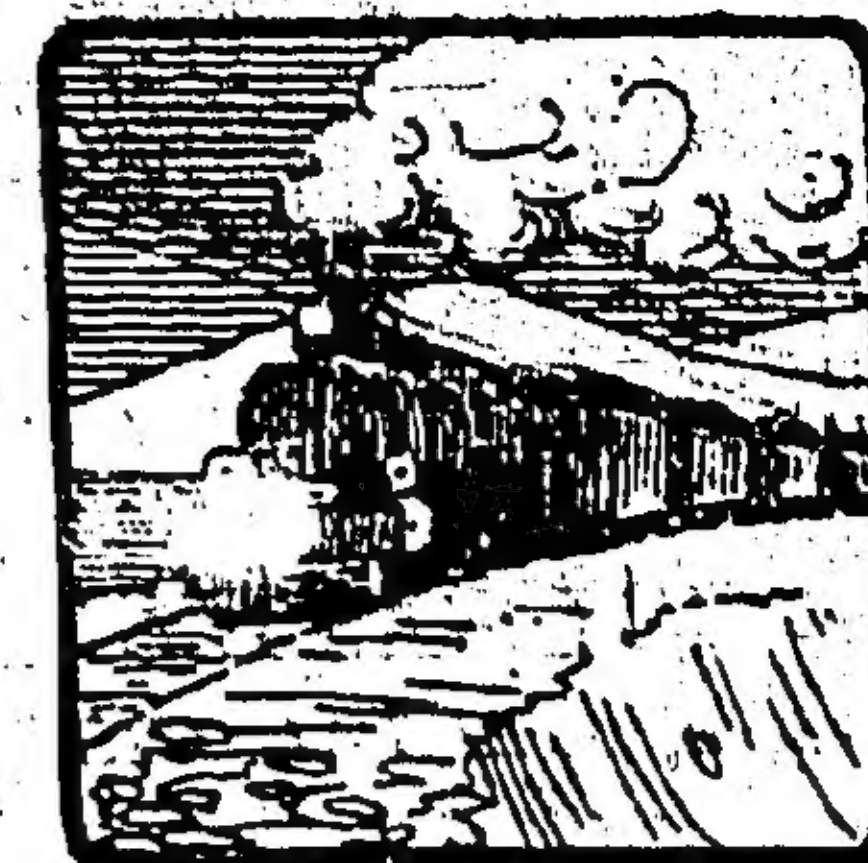
A CHICKEN THIEF.

Some of the Chinese denizens of the underworld are very clever at stealing chickens.

Their only stock in trade is a packet of rice and a gunny bag in which to stow the purloined birds. One member of this fraternity had the misfortune to be caught red-handed and when brought before Mr. Lindsell yesterday, he was sentenced to seven days' imprisonment.

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HONG KONG.

KIDNAPPERS IN CANTON.**RAID ON SAMPAN.****BRAVE MOTHER FIGHTS FOR HER DAUGHTER.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, November 6th.

Yesterday morning at about 4 o'clock the floating population in White Goose Bay off Shamen were thrown into panic when the Canton Water Police fired over a dozen pistol shots at two bandits who were trying to escape. The boat people at once woke up and rowed their craft in hasty confusion. Women screamed thinking that another battle had commenced on the River.

Subsequent investigation showed that two bandits were trying to kidnap a six-year-old girl, Ah Yin, daughter of a boatwoman named Chan Chang Shee. The girl and her mother were asleep in their boat when the two pirates invaded the sampan, one carrying a revolver and the other a dagger. They seized the young girl and thrust her into their boat. But the mother, who was sleeping near her daughter, at once woke up, screamed for help and grabbed her daughter by the legs. The robbers shouted to her to release her hold on the girl, but she refused. The bandits then drew their weapons and pointed them at her. But she screamed all the more, thereupon one of the gallant bandits struck at her with his dagger, but she dodged the blow. She did not dare, however, to resist any longer.

Just as the bandits were making their escape in their small sampan with their victim, the woman blew her police whistle. A group of Water Police who were patrolling nearby heard the long persistent call and at once came to the rescue. The robbers, at the approach of the Police, abandoned their craft and the victim who had by this time been tightly bound and gagged. They jumped into the water and tried to swim off. The officers gave chase but the robbers dived into the water and were not to be seen for a long time. One of the officers, a very good swimmer, jumped into the water at the same time and tried to catch the bandits. He spotted them and they were soon caught and brought onto the police boat.

The robbers, who were not bound, made a dash for liberty and jumped into the water again. They dived and were not again seen for about six or seven minutes. When they were seen again, they were some 30 feet away. They ducked again just as soon as they had filled their lungs and the police then fired a volley at them. It was at this point that the floating population became terrified but the shots had their effect and the robbers gave themselves up. They were again taken aboard the police boat and the police were smarter this time and tied the prisoners with straw ropes borrowed from some boatmen.

The police craft, with the two captured pirates on board, went back to the pirated boat and took the mother and daughter to the 3rd Police Sub-station of the 12th Police district to take statements from them. Questioned by the Sergeant in charge of the station, the bandits admitted their crime without hesitation. The Sergeant then ordered them to be sent to the Canton Central Police Station for trial.

KOWLOON MOTHERS' UNION.**SALE OF WORK AT KOWLOON.**

The St. Andrew's Branch of the Mothers' Union are holding a Sale of Work on November 13th in the Vicarage Garden. Lady Pollock has kindly consented to open it at 3.30 p.m. There will be stalls showing the work of the members of the Union, and of the Blind Girls of Kowloon, stalls of Home made Cakes and Sweets, of flowers, and of many dainty and pretty things, suitable for Christmas gifts.

Indian and China tea will be served, with home made buns, and cakes, etc., at a moderate charge. During the afternoon sundry competitions will be held, including a hunt for hidden treasure; a fee of 10 cents will be charged for each of these, and prizes will be given to the successful competitors.

THE "ANKING" PIRACY.**MAN WITH TOO MUCH JEWELLERY?****SUSPECTED MEMBER OF THE GANG.**

Ever since the Anking piracy, which is still fresh in the minds of the public, the police have been working hard on the case with the result that they have arrested a man who had thirty-six pieces of jewellery and about \$500 in cash, supposed to be portion of the loot, in his possession.

The arrest was made in Shaikwan, the man having arrived in the Colony by a junk. He has been before Mr. R. L. Lindsell on several occasions, the charge against him being possession of stolen property. Yesterday the serious charge was added of taking part in the piracy of the Anking on September 28th and complicity in the murder of the Chief Engineer and Chief Officer.

The Anking it will be recalled was pirated on September 28th while on the way from Singapore to Swatow. The ship was taken off Hong Hai Bay where booty estimated at about \$100,000 was taken off the vessel during the attack on the ship. The Chief Engineer, the Chief Officer and a Chinese quarter-master were killed and Captain Plunkett-Cole, master of the vessel seriously wounded and it was only a few days ago that he was discharged from hospital.

The accused has been brought before the Court several times for a formal remand, and the case had never been actually opened. This was because the Anking was not in port, but it is understood that on the arrival of the ship on Sunday last, the police had been able to obtain further evidence which connected the accused with the more serious charges.

Mr. Lane, Acting D.C.I. said that he had not as yet been able to have the jewellery identified because very few of the passengers on board the Anking at the time of the piracy were in the Colony. The police, however, are still working on the case and there is the probability of getting someone to come forward to identify the jewellery.

The case was adjourned for a week.

CANTON'S ATHLETIC MEETING.**HONG KONG TEAM WELL PLACED.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Nov. 5th.

Unusual interest is attached to the 11th Annual All Provincial Athletic Meeting which is being held on the campus of Sun Yat Sen University. About 100,000 people, mostly enthusiastic students who come from all over the Province, are daily watching the events. The local newspapers are giving prominence to the meeting printing the detailed results and pictures of the winners.

The meeting will end to-morrow afternoon. It should have closed to-day, but, on account of the long schedule, it was impossible to get through in time. It is quite probable that Lingnan University will again carry off the highest honours with Chung Wha of Hong Kong as a close runner up.

Sun Yat Sen University captured first place in both basket ball and volleyball, and probably they will finish 3rd or 4th. The Hong Kong Chung Wha Team was especially brilliant in football, defeating all comers. Lingnan University is especially strong in the track and field events.

Considerable interest was aroused yesterday when a lad, Cheung Chaw Wing, of 9 years, finished the 10,000 metre race to the surprise of all the spectators. He ran against amateur athletes of three times his age and, although he captured no place in the race, he won considerable applause because he stayed in to the finish.

ROAD BUILDING IN HUNAN.**100,000 MEN TO BE ENGAGED.**

Changsha letters to the Sinwan-pao say that most elaborate plans have been drawn up for road building in Hunan Province and that these have been approved by the provincial government.

The labour of soldiers will be used, supplemented by coolies, and, together with the occasional help of civil officials, it is expected that 100,000 men will be assisting in the construction of new roads shortly.

The plans include the construction of roads to connect various places in Kwangtung, Hupeh, Kiangsi and Kweichow. Apart from the roads, there will be several new railroads and a number of new canals. The first road will branch out from Changsha and will measure 18,000 feet.

In their efforts to devise plans for new highways, the officials have received considerable support from the people, both morally and financially, and, should this continue, they hope to have Hunan under a thorough network of roads in the near future.

ARMISTICE DAY.**CEREMONY AT THE CENOTAPH.****INCREASING SUPPORT OF EARL HAIG'S FUND.**

Dress.—Review order. Those in possession of medals will wear them. Sidearms only will be carried.

Representatives of the Navy, Army, and of other organisations officially represented at the Cenotaph to be in position by 10.45 a.m.

The ceremony will be as follows:—His Excellency The Officer Administering the Government arrives at 10.55 a.m. The Pipes of the K.O.S.B. will play the Lament "Flowers of the Forest" and the Buglers of the 1st Bn. The Queen's Royal Regt. will then sound the "Last Post." Officers will salute, other ranks stand to attention. The position of attention will be held by all ranks until the end of "Reveille."

One gun will be fired at 11 a.m. from Murray Parade Ground to mark the beginning of the Two Minutes' Silence, and one gun will be fired to mark the end of the Silence.

The Buglers of the 1st Bn. The Queen's Royal Regt. will then sound "Reveille."

The hymn "O God our help in ages past" will be sung, the band of the 1st Bn. The Bedfordshire and Hertfordshire Regiment playing this hymn.

His Excellency The Officer Administering the Government will lay a wreath at the Cenotaph. Wreaths will then be laid by His Excellency the General Officer Commanding, followed by the Commanders-in-Charge H.M. Naval Establishments, and it desired by them, by the senior representatives of the French and American Navies on parade.

His Excellency The Officer Administering the Government will then leave the parade ground. Wreaths will be laid by representatives of Public Bodies, the troops will then march off independently and wreaths will then be laid by private individuals.

A position is reserved for Military Officers attending the ceremony on the western half of the north face of the Square.

AT ST. ANDREW'S, KOWLOON.

The Services at St. Andrew's Church, Kowloon, on the 11th November will be of a special nature, the Morning Service will begin at 10.30 when the preacher will be the Rev. G. E. S. Upsell, M.A., Hon. C.F.

The Service in the Evening will be at the usual time, 6 p.m., and the preacher will be the Rev. N. V. H. E. M. C. C.

Collections at both the Morning and Evening Services will be on behalf of the Poppy Day Fund.

MEMORIAL TO PTE. F. M. SOARES.

The unveiling of the Memorial to the late Private F. M. Soares, of the 3rd Battalion, Middlesex Regiment, killed in action in the World War, will take place at noon on Armistice Day in King's Park, the arrangements being as follows:—

His Excellency The Officer Administering the Government arrives at 11.55 a.m.

British National Anthem played by Portuguese Volunteer Band.

Band plays the Portuguese National Anthem.

Speech by the President of the Club de Recreio.

The unveiling of the Memorial by His Excellency, the Hon. Mr. W. T. Southern.

Buglers will sound the "Last Post."

Portuguese Volunteers to present arms.

The blessing of the Memorial by His Lordship Bishop Valorta.

Buglers will sound "Reveille."

Laying of wreaths.

Departure of His Excellency the Officer Administering the Government of Hong Kong.

POPPY DAY FUND.

Since the late Field-Marshal Earl Haig instituted the Poppy Day Appeal in 1921 it has been increasingly supported as the following figures will indicate:

1921	£106,000
1922	204,000
1923	259,000
1924	350,000
1925	382,000
1926	435,000
1927	517,000

The varied causes of distress, of disability, trade depression, and the consequent unemployment are so well known to us that it is unnecessary to enlarge on them now. Whatever the reasons may be, thousands of ex-service men are suffering to-day, and their distress is shared by their dependants.

The money contributed to Earl Haig's British Legion Appeal Fund is used solely in the various benevolent activities of the British Legion. These activities are of a varied nature, including not only (Continued on next column.)

THE CUSTOMS OF TAIPO.**TRANSFERRING A BUSINESS.****FISH MONGER AND FISHERMAN AT LOGGERSHEADS.**

Whether the assignment of a business by a minority of the partners is binding or not on the other partners is a point upon which Mr. Justice P. Jacks has to decide. According to a Chinese business man, to sign away a business without notifying all the partners was not the custom of Taiipo.

The point was raised during the hearing of the action brought by the Woo Shing Hing and Loong Hop Kee, fish shop, at Taiipo, against Luen Woe Heng, a fisherman, also of Taiipo, for the recovery of the sum of \$381.60, money alleged to have been owing to the plaintiff firm.

It will be remembered that recently the defendant in this action claimed damages from two members of the plaintiff firm and a Chinese detective for wrongful arrested and got judgment for \$500.

Mr. G. S. Hugh Jones appeared for the plaintiff firm in this action and Mr. A. el Arculli was for the defendant.

In this case the defendant admits owing \$36.57 to the plaintiff firm and has paid the money into Court. It was brought to light that the firm had changed hands since the alleged debt of \$381.60 was contracted. The transfer was certified to be correct by the Taiipo Chamber of Commerce, but Mr. Arculli challenged this by calling evidence yesterday from two partners in the old firm, who said that they had objected to the transfer because they had never been notified. No authority had been given to the four signatories of the deed of assignment to sell the business. Witness also maintained that it was not the custom at Taiipo to allow the minority of the partners to transfer a business.

Now Firm Unauthorised To Collect Debts.

In his submissions to the Court, Mr. Arculli said that the transfer of the business was not valid and therefore the new firm was incompetent to collect debts owing to the old firm. "While" one partner of the firm could bind the others in the ordinary course of business, he could not sell a business, Mr. Arculli contended. In this case, he said, the assignment was signed by four out of the ten partners. There was also no legal notice issued of the transfer, and therefore the transaction was not valid. He asked that judgment should be given in favour of the defendant.

In his reply, Mr. Hugh Jones quoted several authorities to show that one partner had the power to make such an assignment and that it would be binding on the other partners. "He maintained that in this case, the book debts of the old firm had been legally transferred to the new firm. The assignment was made by four of the partners and it was clearly mentioned in the deed that the assignment was made because the other partners were not capable of managing the business."

Mr. Hugh Jones argued that until coming to Court, defendant had all along admitted the debt, and he would therefore ask judgment to be given in favour of his clients.

Judgment was reserved.

the relief of distress amongst ex-service men of all ranks, their dependants, and the widows and children of those who fell, but the maintenance of efficient employment bureaux for ex-service men, giving assistance and advice on pensions matters, providing the means enabling ex-service families to emigrate, helping with the children's education, providing without charge legal advice with regard to housing, employment, and other matters, and granting loans, free of interest, to ex-service men who wish to commence business on their own account.

The maintenance of these essential services for the benefit of the ex-service community is provided for by the allocation by the Benevolent Committee to the British Legion's General Funds for Headquarters and Area Administration of a small percentage of the money raised through the Appeal Fund. The Annual Report of the British Legion, which contains the fullest information with regard to the Legion's work, will be gladly forwarded on request.

If the work of the British Legion is to continue generous support to this annual appeal must be made. Hong Kong has an enviable reputation for generosity, and a glance at the amounts contributed from different parts of the Empire places this Colony in a very high position.

Poppy Day affords an opportunity when all can show by their readiness to help living ex-service men, the depth and sincerity of their gratitude towards the dead.

DAGGERS AND GAGGING UTENSILS.**FIVE YEARS' HARD LABOUR.****RESULT OF RAID AT KOWLOON.**

Two Chinese were before Mr. W. Schofield and Major C. Willson at the Kowloon Magistracy yesterday afternoon charged with possession of two daggers and implements for the purpose of gagging and carrying out armed robberies.

Both defendants pleaded not guilty. Inspector Fallon said that he went to No. 23, Brady Street on October 28th and going up to the third floor he met the second defendant on the stairway. The latter said that he lived on the third floor, so witness made him accompany him. The door was open and on entering the first defendant was found standing outside the second cubicle. This defendant said that he did not live there but was visiting a friend. The tenant of the flat was called and deposed that the first defendant did live in the cubicle. The defendant replied that he had slept there but the furniture was not his.

A Chinese detective then searched the cubicle and pulled a parcel from under the bed. On opening it, five pieces of wire were found and three pieces of round firewood neatly fitted with wire. The latter articles were for gagging. When the defendant saw it he denied that it was his, and said that a Chinese named Ah Chiu brought the parcel to the cubicle two weeks ago.

Meanwhile another Chinese detective found another parcel in a straw hat and in it he discovered two daggers and four pieces of wire. The first defendant again said that the parcel was brought half an hour before by the same man—Ah Chiu.

All this time the second defendant stood by and said nothing, but during the search the first defendant made several attempts to pass witness who was standing at the door of the cubicle.

The first defendant said that he could not find Ah Chiu but took the witness to a house in Temple Street, where it was stated that the Ah Chiu lived. Detectives were posted at both the flat in Brady Street and in Temple Street, but nothing was seen of Ah Chiu.

The second defendant maintained that he had arrived from the country on a visit to his brother—the first defendant. This was corroborated by the first defendant, and the other tenants.

Mr. Schofield: Was this submission made before or after the search.

Witness: Both before and after.

Peeping Behind The Door.

The Chinese detective who found the parcel containing the daggers said that when he ascended the stairway he looked through the door—which was open—and saw the first defendant peeping behind the door. Not seeing any one about, the defendant stepped out into the passage way and made for the front door. Witness stopped him and asked him where he was going. The defendant said that he didn't live there but was visiting a friend. Witness reminded the defendant that he had been seen peeping behind the door, but the prisoner still maintained that he was visiting a friend.

Inspector Fallon informed his Worship that the visit to the flat was made as a result of a conversation overheard in the street.

The Magistrate decided that the first defendant was guilty and imposed a sentence of five years' hard labour. A sentence of 15 months' hard labour was passed on the second defendant.

HEALTH OF THE COLONY.**10 CASES OF SMALL-POX ON MONDAY.**

Ten Chinese cases of small-pox were the unusually large number notified on Monday. There were also two cases of enteric Chinese.

Figures for last week were: Small-pox, 6 Chinese; diphtheria, 4 (1 British, 3 Chinese); 1 fatality; enteric, 6 (9 British, 4 Chinese); 1 fatality; cerebro-spinal fever, 1 (fatal); puerperal fever, 1 (fatal); influenza, 4 fatalities.

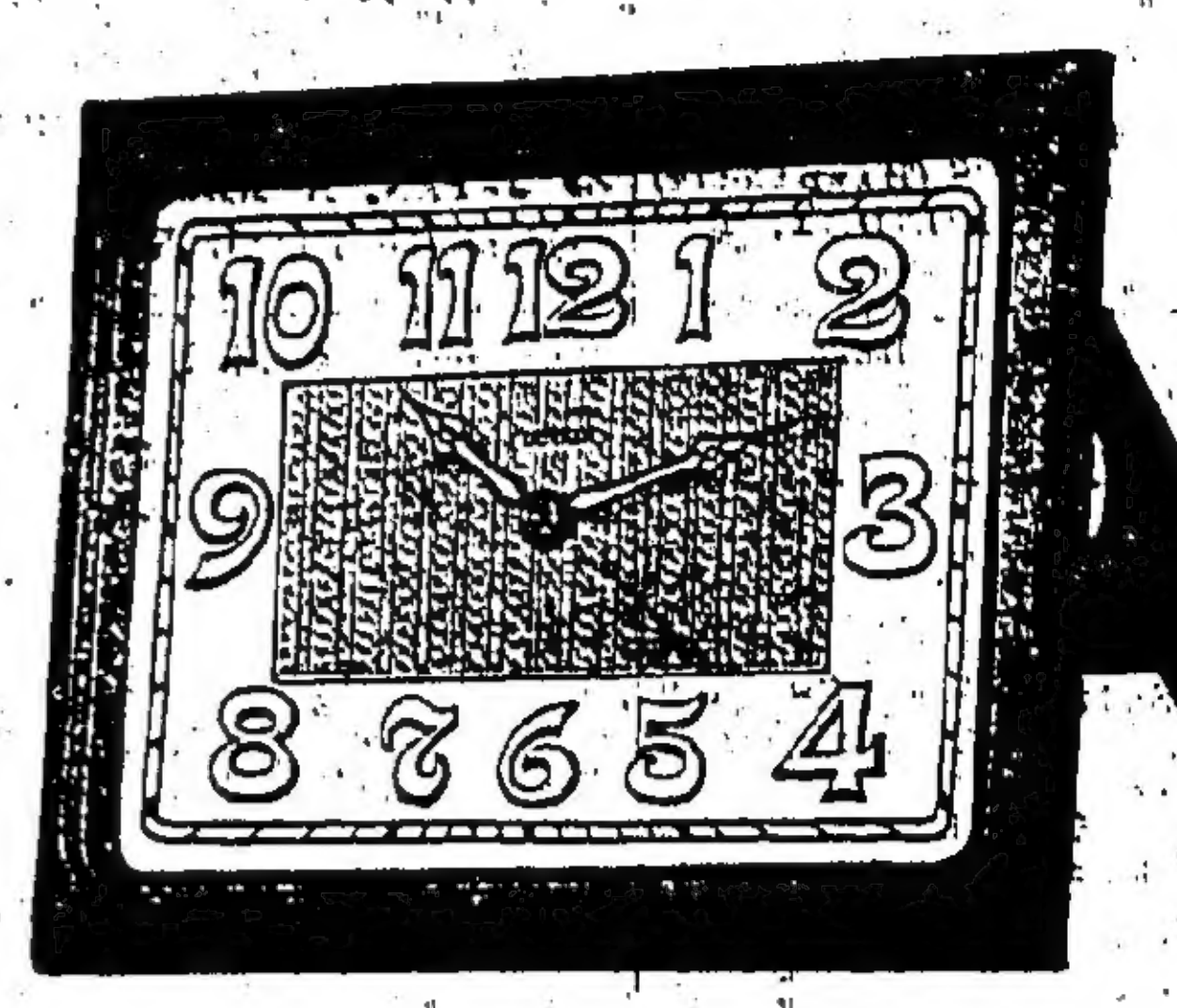
DEWALI FESTIVAL.

The Sind Hindu Merchants Association's meeting was held at Sindhi Merchants Club on Monday and passed the following resolution with regard to the Dewali Festival which falls on Sunday, November 11th:

That all the Sind Hindu Merchants will celebrate Dewali Festival at Sindhi Merchants Club 7th floor, Chiba Buildings, on Sunday, Monday and Tuesday next from 7 to 11 p.m.

All friends are cordially welcome.

EIGHT DAY JEWELLED LEVER MOVEMENT TABLE CLOCKS



AS ILLUSTRATED . . . \$30.00
OTHER MODELS FROM \$18.50

10 % Discount for Cash.

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A SCHOLARLY BOOK.

"The Foundations of Modern China"

By T'ang Leang Li. \$ 9.50

Deals with the philosophical, political, economic and ideological foundations of both Ancient and Modern China, as well as giving a balanced presentation of the conflict between China and the West. This book will be the standard work on China for many years to come. It contains, among other things, an authoritative interpretation of Sun Yat Sen's "THREE PEOPLE'S PRINCIPLES" (the ideological basis of the Kuo Min Tang). It gives, for the first time in Europe, a co-ordinated account of the Chinese National Revolution in its political, cultural, social and industrial aspects. This work, which is appearing simultaneously in English, German, Dutch and Malay, bears the endorsement of WANG CHING WEI, the well-known scholar, poet and statesman, who was the Chairman of the Chinese Nationalist Government from 1925 to 1927.

KELLY & WALSH, LTD.

The Bookshop. Chater Road.

COPIES WILL BE RECEIVED IN A FEW DAYS. BOOK YOURS NOW. THERE IS ROUND TO BE A GREAT DEMAND FOR THIS SCHOLARLY WORK.

NEW ADVERTISEMENTS.

E. A. S. M. A.

MEMBERS are reminded that the ANNUAL DINNER will be held in the VOLUNTEER HEAD-QUARTERS on MONDAY, NOVEMBER 12th, at 8 p.m.

Tickets should be applied for AT ONCE.

L. R. C.

THE MEN'S CLUB CHAMPIONSHIP SINGLES (Hard Cover) will commence on MONDAY, 12th NOVEMBER.

Entries may be sent to Hon. Secretary, Mrs. HASLAM, 158, BARNES BAY or c/o No. 1 Boy at Club.

L. R. C.

THE LADIES' OPEN CHAMPIONSHIP SINGLES will commence on MONDAY, 12th NOVEMBER.

Entries will be CLOSE on 12th INST.

Entries may be sent to Hon. Secretary, Mrs. HASLAM, 158, BARNES BAY or c/o No. 1 Boy at Club.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 13th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 1186	At junction of Chung Shan Road and Tai Ho Street, Shamshuipo.	As per sale plan.	2,193	18	\$280

[6953]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 13th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
2	Kowloon Inland Lot No. 2115	At junction of Prince Edward Road and Waterloo Road.	As per sale plan.	2,500	526	\$620

[6954]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 13th DAY of NOVEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
3	New Kowloon Inland Lot No. 1186	At junction of Chung Shan Road and Tai Ho Street, Shamshuipo.	As per sale plan.	2,193	18	\$280

[6955]

INTIMATIONS.

NOTICE.

THE CONSUL GENERAL FOR JAPAN, in announcing that on the occasion of the CORONATION of His Majesty THE EMPEROR of JAPAN, A RECEPTION will be held at the HONG KONG HOTEL on SATURDAY, 10th NOVEMBER, 1928, from 11 A.M. to Noon.

Members of the Foreign Communities in Hong Kong are cordially invited.

NOTICE.

THE WINNING TIME in the M.C.L. PRISON BRANCH STOW WATCH COMPETITION was 1 58 23.

The WINNING TICKET was taken by Mrs. H. A. TAYLOR.

[6950]

HONG KONG JOCKEY CLUB.

THE SEVENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 10th NOVEMBER, 1928, commencing at 2:00 p.m.

The First Race will be Run at 1:30 p.m.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS, at \$5.00 Each, up to FRIDAY, 9th NOVEMBER, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Precincts of the HONG KONG JOCKEY CLUB during the Race Meeting.

TO GOLFERS.

GEORGE E. SMITH
(SCOTTISH PROFESSIONAL CHAMPION 1922)

WILL BE AVAILABLE FOR LESSONS FROM 12th NOVEMBER.

Particulars and Booking at Office of ROYAL HONG KONG GOLF CLUB Now.

[6948]

PUBLIC BAND CONCERT.

A PUBLIC BAND CONCERT will be given in the BOTANIC GARDENS

FRIDAY, NOVEMBER 9th.
From 5 to 6 P.M.
By THE BAND OF THE

KING'S OWN SCOTTISH BORDERERS

(By kind permission of Lt.-Col. L. J. COXON, C.M.G., D.S.O. and Officers.)

ADMISSION TO GARDENS FREE; 50 CENTS TO ENCLOSURE.

[6932]

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the INAUGURAL CEREMONY of the FAIR on SATURDAY, 3rd NOVEMBER, 1928, at 9 p.m.

Col. D'ARTE VEIGA, Chairman.

[6951]

INTIMATIONS.

HONG KONG TRAMWAYS, LIMITED.
NOTICE.

CERTIFICATE No. 3846: Shares Nos. 55751 to 55760 for 100 Shares of this Company in the Name of Mrs. NG YUK CHUM (Deceased) has been Declared LOST and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 Days from the Date hereof, a Duplicate Certificate for the said Shares will be delivered to the Administrator of the Estate and the Original Certificate will thereafter be deemed CANCELLED and of No Effect.

L. C. F. BELLAMY,
General Manager.
Hong Kong, 1st Nov., 1928. [6938]

FELIX VILLAS.

POKFULUM.

TO LET.—6 Rooms HOUSE, All Modern Conveniences. Moderate Rental. Garage available. Motor-bus Service to add from the Centre of the Town.

Apply to—
THE HONG KONG LAND INVESTMENT AND AGENCY CO., LTD.
Agents. [6960]

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—
CREDIT FONCIER D'EXTREME-ORIENT,
4th Floor,
FRANCIS BARR BUILDING.

FOR SALE OR TO LET.

NO. 3, STEWART TERRACE, No. 265, THE PEAK, recently renovated, Unfurnished from 1st DECEMBER, 1928. 2 Reception-rooms, 3 Bed rooms, 2 Bath-rooms, Servants' Quarters, Large Basement. Rent: \$200 Monthly including Taxes. Apply: HOLLAND CHINA TRADING CO. [6968]

TO LET.

CORNER FLAT, Three Rooms, on First Floor, Unfurnished, in PRAT BUILDINGS, Kowloon, From DECEMBER 1st, or Earlier by mutual arrangement. Bathroom and Kitchen. For appointment to View, Telephone Kowloon 1217, or Write Box 6832, c/o Hong Kong Daily Press Office. [6952]

TO LET.

FLATS in HUMPHREYS & CANNANON BUILDINGS.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
[6955] Alexandra Buildings.

WHY Continue to suffer when your reach—Pimples, Catarrh, Acne, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
Tel. C. 5009.

Hong Kong Office: 11, Lee House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 7th, 1928.

CHINA'S WEALTH AND OPPORTUNITY.

THERE are many conflicting opinions regarding the character of the Christian General but most people who have come into contact with him agree that he is a man of remarkable personality. He must be He had few, if any, educational advantages but he managed, in a comparatively few years, to secure a prominent place in Chinese affairs and, what is far more difficult, has been able to retain it in spite of the uncertainties and misfortunes of civil war which have brought to grief so many of his rivals and colleagues in official circles. Now he is admittedly one of the most influential of the military leaders and incidentally the one whose future course of

INTIMATIONS.

WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.

Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent.

For Toilet Use

\$1.25 per box of 3 Cakes.

10 per cent.

For The Bath

\$1.75 per box of 3 Cakes.

20 per cent.

Medical Bath Soap

95 cts. per Cake.

A. S. WATSON & CO., LTD.

THE HONG KONG DISPENSARY.

Phone C. 16.

the immensity of the territory in the great Northwest, he said:

This is all fertile land, capable of producing rice and with large trees whose girth would require three men to span. There are wells producing rock oil, little inferior to that imported from foreign lands into China; and plenty of coal, iron, and other metals. The women of other countries dare the danger of the long journey to these distant lands without a tremor, and our women sit idly at home, not so much as stepping outside their own front door. Even our men do not dare to take one step abroad towards distant parts. If we continue to be as spineless as this what is to become of us. Is it any wonder we are laughed at by the Imperialist countries who treat us contemptuously as though we were their little grandsons? They do not even esteem us as much as their cats or dogs. Our ancestors bequeathed to us these great rivers, these boundless hills. Shall we murmur at them for giving us too great an inheritance? No, let us blame ourselves, their unworthy children, that we do not rise up, we are not willing to endure hardship. Brothers, I have just returned from this great Northwest; it is a worldland of broad spaces and fertile fields. These melons grow to thirty or forty pounds in weight and people eat them sitting over the fire. The summer is hot enough to ripen the melon and the succeeding winter comes so fast that fire is needed before the time for melons is past. From this you can see how fertile the land is.

The advice, of course, sounds well but the Christian General was giving it with his tongue in his cheek. He probably realised more clearly than anyone in the room that he was putting the cart before the horse and misleading his audience. The Chinese people are not afraid to move from their own doorsteps and there is nothing wrong with their enterprise or industry. Everyone knows that China is a country rich in opportunities. It is not owing to the inertia of the people that the tracts of land remain undeveloped but to the inefficiency and viciousness of the ruling class who constantly rob the people of the fruits of their labor. The people have grown so accustomed to injustice and exploitation in their own country that they regard it now as inevitable. Thousands emigrate each year and wherever they go they establish thriving and prosperous communities. If there was in China the confidence in fair treatment, and the sense of security which obtain in foreign countries, General FENG YU HSIANG would have little need to complain of undeveloped areas and rich mineral resources lying idle. His remarks might more reasonably have been addressed to his friends and colleagues in the Government for it is their influence and example which hamper progress on the lines suggested. They do not give the people a sporting chance.

The forthcoming wedding is announced of Mr. G. A. Hutton Potts, sharebroker, residing at No. 5, Alberose, Pokfulam, to Miss S. S. Weill, of No. 1, Alberose, Pokfulam.

The E.A.S.M.A. Club annual dinner will be held at Volunteer Headquarters on Monday, November 12th, at 8 p.m. Those wishing to attend should apply at once for tickets.

Passengers leaving by the s.s. Macedonia on Saturday will include Messrs. W. W. Winslade, F. D. Probert, R. J. Clarke, B. G. Baker, all of the Police and Mr. and Mrs. J. Archibald, of the Sanitary Department.

It was said at the White House last month that President Coolidge feels the chances for another naval armament conference before 1931 have been made very remote through failure of the British and the French attempts to reach an agreement. This attitude by the Chief Executive appears to be that of a considerable section of the American press, which is most critical of the Anglo-French effort.

Following his severe attack of illness, General Gerald Trotter, Groom-in-Waiting to the Prince of Wales, has recovered sufficiently to start on the homeward trip to England from Nairobi. He will travel by easy stages, independently of the main party. The Prince of Wales personally nursed General Trotter during the worst phase of his illness. It was announced that the Prince of Wales and the Duke of Gloucester will continue their African trip.

To curb the shipment of canned goods unfit for human consumption into the Philippines, the Director of the Bureau of Health has ordered the chief of the Metropolitan Division of the Bureau to take stringent measures before any such goods are discharged. On many occasions, the Bureau of Health has found that canned goods are being sold to the public, although it is known by the vendors that the goods are not fit for food. It is believed by health officials that such canned food stuffs come from China.

THE SERENADERS.

FIRST NIGHT AT THE "STAR."

APPRECIATIVE JAZZ LOVERS.

Jak Carter's Serenaders who opened their season at the Star Theatre last night are a considerably more efficient and lively company than the Wilbur Black Birds, but nevertheless the long suffering of Shanghai seems a little surprising. It takes perhaps a peculiar temperament to appreciate and enjoy a programme of undiluted jazz, and those who are not gifted with that, in these days, blessed temperament, are inclined to look as bored as the ladies and gentlemen on the "Serenaders'" back cloth. But all who are jazz enthusiasts will probably endorse the opinion of the Northern Post and hope that the company will stay here for four years also, since there are among them one or two performers who are more than ordinarily efficient whose "turns" were received with applause last night.

Of these Mr. Bo-Diddly comes first. His dancing is very clever and he manages to give a humorous twist to the saddest of the songs inspired by "Jazz Madness." Mr. Teddy Weatherford at the piano works extremely hard, accompanying as he does the whole programme, besides giving two items on his own which show an amazing agility and through which run a haunting suggestion of real music in the torrent of acrobatics and discord.

Mr. Jack Carter himself is conductor of the jazz band which plays all through the performance. He gives several individual turns but it is as a trap drummer that he gains most applause. The only lady of the company is Miss Valada Snow who is quite a clever dancer. Good items were a "Russian Lullaby," played on a curious instrument which sounded rather like a muted cornet, and was quite charming, and "Hawaiian Love," delightfully haunting and strange music played on a guitar by Mr. Joe Kaneppu.

PART I.

- Gems from Jazz Madness Orchestra.
- Hello Folks Hello Messrs. Jack Carter, Bo-Diddly.
- Wolverine Jazz Orchestra Specialty. Jack Carter, at the Drums.
- My Dog Mr. Bo-Diddly.
- I Just Roll Along Mr. Jack Carter.
- Laugh Clown Laugh Mr. Bo-Diddly.
- Golden Gate Miss Valada Snow.
- Russian Lullaby Mr. A. A. Jimenez.
- I'm a broken hearted Black-bird Miss Valada Snow.
- Bye Bye Pretty Baby Mr. Bo-Diddly.
- My Blue Heaven and Bugle Blues Miss Valada Snow.
- Back in your own Backyard Mr. Jack Carter.
- Sammy and Topsy Miss Valada Snow and Mr. Bo-Diddly.
- Indian Love Call Mr. Teddy Weatherford.
- Wooden Soldiers Miss Valada Snow Messrs. Carter, Bo-Diddly.

PART II.

- Dark Town Strutters Ball Miss Valada Snow, Mr. Bo-Diddly.
- Hawaiian Love Mr. Joe Kaneppu.
- I'm Brown Miss Valada Snow.
- You're so Ugly Mr. Bo-Diddly.
- If I could be with You Miss Valada Snow, Mr. Jack Carter.
- O Kallens Messrs. Kaneppu, Pokipala and Louis.
- Negro Spiritual Quartette Miss Valada Snow and Messrs. Carter, Bo-Diddly and Weatherford.
- Mary Ann Mr. Bo-Diddly.
- Honey Bunch Miss Valada Snow.
- Kitten on the Keys Mr. Teddy Weatherford.
- Black Bottom Mr. Bo-Diddly.
- God Save The King.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5:30 p.m. yesterday state—
The anti-cyclone is still central to the N.E. of Tokyo.
Light variable winds and fog may be expected along the S.E. coast of China, and moderate monsoon over China Sea.
Local forecast:—N.E. or variable winds, moderate to light, fine.

THE SHANGHAI RACES.

CHARCOAL WINS SHANGHAI STAKES.

THREE FIRSTS FOR MR. POTE HUNT.

The second day of the Shanghai Jockey Club's Autumn meeting was held yesterday when the results (for which we are indebted to the Hong Kong Club) were as follows—

The Northern Cup: 4 Mils.
Wedding Eve (Mr. Pote Hunt) 1
Nith (Mr. Wells Henderson) 2
Oh Kay (Mr. Haimovitch) 3
Time: 1:51.2

The Mongolian Handicap: "A" Class.
Helman (Mr. Dallas) 1
Coronation Eve (Mr. Pote Hunt) 2
Fair Sport (Mr. Pote Hunt) 3
Time: 2:35.4

"B" Class.
Zorhan (Mr. Lewis) 1
Glen Fallock (Mr. Jack) 2
Christmas Chimes (Mr. Haimovitch) 3
Time: 2:40.3

The Buck Eye (Mr. Jack) 1
Buster II (Mr. Maitland) 2
Mackay (Mr. G. Pollock) 3
Time: 2:27.4

The Flyaway Plate.
Elopement Eve (Mr. Pote Hunt) 1
Surplus Lad (Mr. Dallas) 2
Promising Venture (Mr. Hughes) 3
Time: 1:00.3-4

The Shanghai Stakes (Classic).
Charcoal (Mr. Maitland) 1
Meadow Green (Mr. Judah) 2
Beattock (Mr. McBain) 3
Time: 3:26.1-5

The Subscription Griffin St. Leger (Classic).
Shellfire (Mr. Bowling) 1
Wynd (Mr. Eric Moller) 2
Big Ching (Mr. Hill) 3
Time: 4:02.

The Stewards Plate.
Whetcroft (Mr. McBain) 1
Chilly Eve (Mr. Pote Hunt) 2
New Zealand (Mr. Dallas) 3
Time: 2:43.5-6

The China Cup.
Election Eve (Mr. Pote Hunt) 1
The Chatty Bird (Mr. Hill) 2
Perhaps So (Mr. Wells Henderson) 3
Time: 1:51.2-5

The Loong Wah Cup.
The Snake Bird (Mr. Hill) 1
David Garrick (Mr. Bauld) 2
Royal Lancer (Mr. Judah) 3
Time: 1:33.5

The Pagoda Handicap.
Cloverland (Mr. Dallas) 1
Mongol Boy (Mr. Judah) 2
Tom Peartree (Mr. Maitland) 3
Time: 2:07.4-5

YESTERDAY'S FOOTBALL.

HONG KONG LEAGUE.

DIVISION I.

Recreio..... 3 P.O.C..... 2
Played on the Kowloon F.C. ground and ended in a win for the Recreio by the odd goal in five. Twenty minutes after the advertised time, Gosano kicked off and a good movement by the Recreio forwards gave Gosano an opening and he beat Estall with a fast shot. Wynne and Sherry had a busy time with the Recreio forwards and then Fraser received well out and racing in scored from close range. Half-time one all.
Howarth led the Police attack on resuming and missed a chance to give the Police the lead. The Recs. forced a corner and during the ensuing scramble, A. Gosano sent the ball into the net. B. Gosano left the field injured ten minutes after the resumption and took no further part in the game. Howarth and Fraser missed easy chances but a fine centre by Brown was met by Ward who headed into the net. A free kick for the Police close to the penalty line was taken by McGravy and he lobbed the ball in, the goalie making no attempt to stop it. With the score three to two in favour of the Recreio, the Police pressed and could do everything but score, the ball striking the crossbar and the uprights, while Fraser had hard luck with several shots.
Mr. T. G. Stokes was the referee.

TO-DAY'S FOOTBALL.

MID-WEEK LEAGUE.

Police v. Ewo (Chinese). St. Joseph's ground. Referee: Sgt. Clarke.
P.W.D. (Chinese) v. Hung Kui School. Athletic ground. Referee: Mr. Lawrence.
Lam Long Wan v. Athletic. Caroline Hill. Referee: L/Cpl. Sheed.
The game between the Police and Ewo should end in favour of the Police.
The P.W.D. defeated South China last week by the odd goal in three and should score heavily against the School, the latter going down last week to Lam Long Wan by seven clear goals.
A good game should be seen on the Caroline Hill ground between the Athletic and Lam Long Wan. These teams have each won three games and lost one in league games to date.

THE EMPEROR OF JAPAN.

IMPRESSIVE PROGRESS TO KYOTO.

CENTURIES-OLD CUSTOMS OBSERVED.

MIRROR OF THE SUN GODDESS.

[THROUGH REUTER'S AGENCY.]

TOKYO, November 6th.

This morning witnessed the departure of the Emperor for the ancient Capital of Kyoto, there to play the leading role in the long-awaited ceremonies marking his formal accession to the Throne as the 124th successor of an unbroken line of monarchs.

Long before midnight, huge crowds in silent reverence had started to assemble along the route to be followed by the Imperial procession on its way to the station, although, when the appointed hour arrived, only comparatively few could hope to catch more than a glimpse of the imposing cortege, as the distance to be covered was but short.

Troops of the Imperial Guards Division and of the First Division lined the route, and all Tokyo was gay with triumphal arches, fluttering flags, waving bunting, and decorations of all kinds.

Guns Boom A Salute.

The sun was gleaming in a cloudless sky, when the booming of guns from the warships lying out in Tokyo Bay and from batteries on shore announced that His Imperial Majesty, the direct Offspring of the Gods, was about to set off to make formal announcement to the Ancestral Spirits and to the Gods of Heaven and Earth, and also to the world at large, of the fact of his accession to the throne of his ancestors.

As the guns boomed their salutation, the head of the procession was seen issuing from the main gates of the Imperial Palace. Crossing the famous Nijubashi Bridge, it made its way by the fine broad road across the wide open grounds which lie between the picturesque old stone walls of the Palace and the Outer Moat.

Leading the procession was a posse of mounted police, closely followed by a detachment of lancers from the Guards Division, their pennants fluttering gaily in the early morning breeze.

Then came the most impressive section of the cortege, the Shrine of the Sacred Mirror, borne aloft on the shoulders of a band of stalwart youths selected by time-honoured custom from the village of Yae, near Kyoto.

Sacred Symbol.

The great crowds of spectators, awed by the presence of this sacred symbol, stood in silent reverence and bowed low as it passed, for great as is the respect paid to the Emperor as the living personification of the invisible gods, this shrine with its precious contents has about it all the mystery that attaches to the unseen and even the Emperor himself has to bow before it.

In its ancient dignity of structure and ornamentation, the Shrine, as it passed by, stood out against its modern setting of triumphal arches, brilliant banners, elaborate carriages and flashing military uniforms, like an uncut gem against an intricate background of filigree.

The box-like palanquin in which it was carried rested on two heavy beams of plain white wood, and was covered about the sides with brocade, while its roof of red lacquer was surmounted by a single golden ball.

Gift Of The Sun Goddess.

Inside the Shrine, hidden from human eyes, was the two-thousand-year-old replica of the mirror conferred, so Japanese legend has it, by Amaterasu, the Sun Goddess herself, upon her Heavenly Grandson, the progenitor of the Imperial Family.

Little wonder then that this Holy of Holies, which plays so important a part in the Enthronement ceremonies and in the Japanese Imperial Household ritual generally, is regarded with so great awe and veneration and is treated with such reverence and respect.

Tradition records that the original mirror, which now reposes in the Imperial Shrine at Ise, the Mecca

of all good Japanese, was presented at the dawn of Japanese history by the Sun Goddess as a device by which she might project her soul out of her body and make it available to her offspring as a protecting genius. It is regarded as such to this day, as also is the replica used in the Enthronement ceremonies which was made by order of the Emperor Sujin who, according to Japanese chronology, lived from 97 to 30 B.C.

The youths carrying this sacred relic were clad in flowing ceremonial garb of green and were preceded and followed by ritualists of high rank, robed in rich silks of blue, red, black, green, and purple, and mounted on horses decked with trappings of red and gold.

Imperial Regalia.

Behind the Kashiko-Dokoro, the Shrine of the Sacred Mirror, came the Emperor in a magnificent carriage, bearing with him the Sacred Sword and Jewels which, together with the Mirror, constitute the Imperial regalia used in the Enthronement ceremonies. The Sword, like the Mirror, is a centuries' old replica of one that is declared to be of divine origin, and which is now enshrined at Atsuta, near Nagoya, while the Jewels are said to have been handed down from the Gods direct.

Be that as it may, it is certain that all three of the objects forming the regalia are of great age and that, for hundreds of years past, they have served as sacred insignia and have passed on direct from one ruler to the next, thereby legitimatising his succession and supposedly protecting him against the powers of evil.

Symbolically the Mirror stands for purity, righteousness, integrity and wisdom; the Jewels for benevolence, gentleness, affection and obedience; the Sword for valour, sagacity, justice and firmness.

The Royal Cortege.

Court ritual decrees that the Empress cannot occupy the same carriage as the Emperor when he is accompanied by these sacred emblems. In the Imperial progress to the station the Empress therefore followed in a separate carriage, and next in order came one conveying Prince Chichibu and his newly-wedded consort, daughter of Mr. Matsudaira, the new Japanese Ambassador to Great Britain.

Following these came other brightly caparisoned carriages conveying the other Imperial princes and princesses and various high dignitaries.

Slowly the imposing cortege, nearly half-a-mile in length, passed by along the troop-lined route on its way to the station where after a short rest, Their Majesties, together with their retinue, were conducted to the waiting train, one coach of which was specially constructed for the conveyance of the sacred shrine of the Sun Goddess's Mirror.

Finally at 8 a.m. the Imperial train left for Nagoya, where the Emperor will spend the night before proceeding to Kyoto. As the powerful engine, hauling its important burden, moved slowly and smoothly out of the station to the strains of the Japanese National Anthem, those on the platform bowed low and the air reverberated once more to the booming of guns and the bursting of daylight rockets high overhead as marks of respect and salutation.

Journey Broken At Nagoya.

NAGOYA, Nov. 6th. Breaking his journey to Kyoto for the enthronement ceremonies, the Emperor arrived here this afternoon and immediately proceeded under military escort to the Detached Palace, where he will spend the night before continuing his journey to-morrow. The city is en fête with flags and bunting flying and rows of lanterns down all the main streets while triumphal arches are erected at conspicuous points along the route followed by the imperial cortege.

KUOMINTANG PARTY DISPUTES.

DISTRICTS AND CENTRAL OFFICE.

DIVERGENCE OF OPINION.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 6th.

Following the censure by the Central Executive Committee of the Kuomintang of the action of the Nanking District Kuomintang in openly criticising the Government and Party, a controversy has arisen as to the extent to which district party offices can go in criticising the central party office.

The censure has resulted in the supervisory committee of the district party office resigning, en bloc, and simultaneously issuing an open letter defending their action and protesting against the censure.

It is understood that the controversy is engaging the attention of political and party leaders, and will be investigated by a committee appointed by the central party office. The incident is regarded as an important test case, as the committee's decision will determine how far district offices can go in criticising the central office, and whether the central office will tolerate the "supervisory actions" of the district offices, which, notoriously frequently differing in political policy from the central office, are now strongly opposing the action of the central office in naming half the delegates from the districts for the Third Kuomintang Congress.

NORTHERN TOUR.

(Wah Tse Yat Pao).

SHANGHAI, Nov. 6th.

Marshal Chiang Kai Shek is busily making preparations for a tour to the North along the Tientsin-Pukow Railway. His cortege will consist of over one hundred civil and military officials. His tour will terminate at Chingkiangpu, in the north of Kiangsu. He is expected to return to Nanking before the holding of the National Disarmament Conference.

WIRELESS STATIONS FOR CHINA.

CONTRACT TO AMERICAN CONCERN.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 6th.

Following on the negotiations opened in Peking in 1921, Chang Ching Kiang, Chairman of the Reconstruction Committee, has signed an agreement with the American Radio Corporation, the parent concern of the Federal Wireless Corporation, for the construction of two twenty kilowatt short wave radio stations, one at Shanghai and one in the interior. They are to be completed in eighteen months at a cost of \$1,170,000.

Chang Ching Kiang deposited one-third of the cost on signing the agreement.

DUTCH GOODWILL.

(Wah Tse Yat Pao).

SHANGHAI, Nov. 6th.

According to a Nanking message great strides have been made in the progress of negotiations held by Dr. C. T. Wang with the Italian, Belgian, German, Dutch and Norwegian Ministers on the problems of treaty revision and tariff rates. It is said that the Dutch Minister is showing a most accommodating attitude towards these two problems and the greatest sympathy for the Nationalist Government in its aim of national reconstruction.

"KUNGWO" PLACED IN QUARANTINE.

CHINESE PASSENGERS RESENTFUL.

ARMED GUARD ON BOARD.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 6th.

The Kungwo was placed in quarantine on Sunday afternoon owing to the landing of a case of alleged cholera at Kinkiang. The quarantine order was strongly resented by the 500 Chinese passengers aboard, who threatened Captain Gibb. As a result the district signal was hoisted and H.M.S. Cornwall sent an armed guard aboard to maintain order. The Kungwo is lying at Woosung.

FRENCH CABINET RESIGNS.

RESOLUTION OF RADICAL CONGRESS.

"MILITARIST POLICY."

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 6th.

In view of the resolution passed at Angers the four Radical Ministers, M. Harriot, M. Sarraut, M. Queuille and M. Perrier have resigned, and this has entailed the resignation of the Cabinet.

The Resolution.

The unanimous resolution of the Radical Congress at Angers which precipitated the Cabinet crisis denounced the "militarist policy" of the French Government, and called for a halt to the Government's military and naval programme. It forbade any increase in fighting strength or any vote of money for this purpose. The resolution was moved by the young deputy Montigny and seconded by the Radical leader Daladier, both lieutenants of M. Caillaux. The resolution placed an explicit veto on Radical Ministers remaining in the Cabinet if the Ministers tendered their resignations.

THE MURDER OF OBREGON.

NUN ASSERTS HER INNOCENCE.

A TERRIBLE SCHEME.

[THROUGH REUTER'S AGENCY.]

SAN ANGELO, Nov. 6th.

The trial of Tora continued today. The Mother Superior, Maria Concepcion, swore she was innocent of complicity in the murder, but refused to give any information in regard to the branding of a cross upon the bodies of the sisters of the Convent in imitation of such branding on her own body.

Maria Elena Manzana, another of those accused, admitted that she had plotted to cause the death of Obregon and Calles by pricking them with a poisoned pin while dancing with them.

The trial was adjourned until November 8th following an interruption by a group of deputies, adherents of Obregon, who invaded the court shouting "death to Sodi," who is defending Tora.

JAPANESE COMPANY STRIKES OIL.

RAPID RISE IN SHARES.

DISCHARGE OF NATURAL GAS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 6th.

According to unconfirmed despatches from Formosa, a well belonging to the Japan Oil Company at Kinsui in the north-west section of the island started an enormous gush on the night of November 3rd.

On receipt of the report the company's shares rose Yen 2.20 on the Tokyo stock market.

Investigators report from Formosa that the gusher shows no oil, but there is an immense discharge of natural gas.

HERTZOG FLOUTED BY LABOUR.

MINISTER'S ACTION CAUSES RESIGNATION.

[THROUGH REUTER'S AGENCY.]

PRETORIA, Nov. 6th.

The Government has resigned as a sequel to the labour Cabinet Minister, Mr. Madeley, receiving a deputation from a native trade union against the wishes of Hertzog. It is expected that the Ministry will be reconstructed not including Madeley.

MEXICO'S FOREIGN DEBTS.

SECRET CONFERENCES HELD.

Mr. Lamont, Chairman of the International Committee of Bankers on Mexico, has issued a statement revealing that secret conferences have been held during the past weeks between the Mexican Minister of Finance and the Committee's representatives at Mexico City with a view to the conclusion of an entirely new agreement for the repayment of the Mexican debt to foreign investors.

The announcement was followed by a rise in Mexican bonds of a quarter to seven-eighths on the New York stock market.

MILLION DOLLAR BET.

BIG MONEY FOR HOOVER.

ELECTION FESTIVITIES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 6th.

The election festivities in New York to-night will be on a scale unknown since prohibition was introduced. All the night clubs are booked to capacity at \$15 each cover, and the leading hotels are similarly full.

The betting in Wall Street is 5 to 1 on Hoover. The most spectacular wager is that of the well known motor-car manufacturer, William Durant, who has bet \$1,000,000 on Hoover against \$200,000 put up by a group of prominent Democrats including Mr. Raskob, who is Smith's manager and another motor magnate. Bets of \$100,000 are quite common.

Women's Influence.

Just before Smith's final appeal was broadcast, Hoover's last word (addressed particularly to women) was similarly wirelessly over the continent from the opposite coast.

Speaking in his home town, Palmdale, Hoover declared that women's participation in the elections had produced "a keener realization of the importance of public questions and had contributed to higher national ideals. The women of today are alive more seriously to the effect of the election upon the home."

He alluded to the momentous nature of the election, when the nation was entering a "new era of economic and moral action."

Smith's appeal followed immediately and he addressed his listeners in a characteristically cheery and intimate manner. The address included an outline of his four terms of Governorship of New York.

Smith's Final Appeal.

Broadcasting stations from coast to coast have transmitted Governor Smith's final appeal, which is addressed to the farmers, who form one-third of the total voters in the Presidential election.

The address declared that while both parties are agreed on the subject of the development of inland waterways and a tariff on imported crops, they absolutely differ regarding the principle of the so-called McNary-Haugan Bill for the Protection of farmers, which President Coolidge vetoed and Mr. Hoover opposed, "though they have nothing to offer in its place."

Governor Smith said he favoured "effective control of the sale of exportable surpluses, with the cost thereof imposed upon the commodities which benefited."

COUNTY CRUISER IN COLLISION.

H.M.S. "LONDON" SLIGHTLY DAMAGED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 6th.

A collision occurred in the Clyde off Greenock last night between H.M.S. London, Britain's latest 10,000-ton cruiser, and the White Star liner, *Le Brunel*.

The *Le Brunel*, steamed into Liverpool today, with her stem damaged, her skipper immediately taking her into dock for repair.

She is due to leave Liverpool on Saturday on her regular run to Australia and it is stated that there will be no interference with the date of her sailing.

An official communique issued by the Admiralty says that while undergoing secret trials in the Clyde, H.M.S. London, which is a new cruiser of ten thousand tons, embodying some of the latest improvement in warship equipment, collided with the *Le Brunel* of Liverpool.

The *Le Brunel* was able to proceed on her voyage and the cruiser suffered practically no damage at all.

FRENCH COLONIAL MUSEUM.

[THROUGH HAVAS AGENCY.]

PARIS, Nov. 5th.

President Doumergue today laid the first stone of the Colonial Museum which is being built for the occasion of the International Colonial Exhibition in 1931.

MOVEMENTS OF NAVAL VESSELS.

[NAVAL WIRELESS.]

On November 5th H.M.S. *Bluebell* arrived at Weihaiwei from Chefoo. The transport *Dorchester* reached Weihaiwei from Taku Bay. On November 6th H.M.S. *Titanic* and the submarines *L5, L15, L17* and *L31*, arrived at Amoy from Nimrod Sound en route to Hong Kong.

"SHASI" PIRACY DISCLOSURES.

B.A.T. LAUNCH SEIZED.

CREW THREATENED WITH PISTOLS.

[THROUGH REUTER'S AGENCY.]

HANKOW, Nov. 6th.

It now eventuates that the launch used in the *Shasi* piracy is the B.A.T. launch *Old Bill*.

The launch was missed from her moorings yesterday and it was presumed that it had been commandeered by the military, but it has now returned.

The launch's story is as follows: At about eight o'clock on Saturday evening five men, boarded the launch, which was lying off the Special Administrative District No. 3, and forced the crew at the pistol-point to proceed below the Japanese Concession, where about 10 others boarded. Then they proceeded down-river and anchored below Seven Miles Creek.

"Shasi" Appears.

After hours of waiting the *Shasi* was observed approaching and flashlight signals were interchanged with the pirates.

The *Shasi* anchored and the launch went alongside and took over 30 pirates with loot and baggage. The launch then went up-river, and 30 pirates got off below the Japanese Concession on the Hankow side.

About 10 left at Suchiapong on the Wuchang side and the remaining five at Longwanmiao, on the Han River.

Acting on this latest information the authorities are now scouring the districts all around but not much hope is entertained of the robbers' capture.

The Captain's Story.

According to Capt. Cook, master of the *s.s. Shasi*, one hour after leaving Hankow, pirates arrived with Mausers and attacked the bridge from both sides, firing as they came. The Captain was forced into his cabin, in which were his wife and children. The cabin was ransacked and rings taken off his wife's fingers. The pirates, estimated to number 30, were armed and several well dressed youths appeared to be in charge, their orders being carried out with expedition.

They got away with the commander's steel chest containing cash and valuables to the total of about \$8,000; loot from Chinese passengers about \$1,500, and from other passengers and the crew about \$600.

THE AIR PORT OF THE NORTH.

GREAT PLANS FOR HULL.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 6th.

Plans to establish Hull as the air port of the North are stated to be taking shape.

The proposals include the purchase of three aeroplanes for a regular mail service to Northern Europe and one for reserve.

Major Atkinson, Chairman of the Hull Chamber of Commerce, stated today that the capital required is £125,000, which is to be increased when a passenger service becomes possible.

FOREST FIRE IN POLAND.

MANY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

WARSAW, Nov. 5th.

A devastating fire which is spreading rapidly through the Forest of Rozanka on the eastern borderland of Poland has caused several tragedies.

Many homesteads have been enveloped by the flames and it is reported that the casualties number at least ten killed, and many others seriously injured. Four of the victims were burned to death, and their bodies have not been recovered.

OBITUARY.

LORD CARNOCK.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 6th.

The death has occurred in his eightieth year of Lord Carnock of Carnock, who had been in retirement for the last twelve years, after a long and distinguished career in the diplomatic service.

Formerly known as Sir Arthur Nicholson, he was raised to the peerage in 1918 on vacating his post as Permanent Under-Secretary for Foreign Affairs. He died suddenly in London to-day of heart failure.

THE OPENING OF PARLIAMENT.

THE KING'S SPEECH.

SAKLATVALA'S BAD MANNERS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 6th.

H.M. the King opened Parliament to-day with the usual ceremonial. There was not a very large attendance of the House of Commons, where Saklatvala distinguished himself by remaining seated in the Commons until the other commoners had returned from the House of Lords.

The King's speech expresses great satisfaction at the signature of the treaty for the renunciation of war at Paris on August 9th. In pursuance of their fixed policy the Government continued to accord full support to the League of Nations, co-operating in all its current activities, and particularly sought fully to discharge its obligations under Article VIII of the Covenant by reducing armed forces to the lowest point consistent with national safety and by assisting the League to formulate plans for a general reduction of armaments.

Reparations.

Agreement was reached with the Governments of Belgium, France, Germany, Italy and Japan for the opening of negotiations with a view definitely to settling the problem of reparations. It has also been recognised that negotiations should be held with regard to the German Government's request for the evacuation of the Rhineland.

Referring to the Coronation of the Emperor of Japan, the King takes the opportunity of wishing His Imperial Majesty a long and glorious reign. The historic Anglo-Japanese friendship has always been a potent factor in the maintenance of peace in the Far East.

China's Efforts For Peace.

His Majesty welcomes the efforts of China to establish a Central Government and cope with the forces of disorder. "I regard the progress of these endeavours as of the highest importance, not only for the safety and prosperity of my subjects resident in China, but for the peace of the world."

The estimates of the services for the coming year are being prepared with strict attention to the continuing need for economy in public expenditure.

Industrial Outlook.

As an anticipation of the general scheme for relieving agriculture and productive industry from the burden of rates, the Commons will be asked to make provision for enabling the railway companies to lower their charges on important traffic concerning agriculture, and the coal, iron, and steel industries. The situation in the mining areas continues to engage the earnest attention of Ministers, who are taking energetic steps to promote the success of the scheme of industrial transference and migration. The abnormal expenditure from the unemployment fund, entailed by the displacement of labour from the mines, will necessitate the increase of borrowing powers, and a bill on this matter will be submitted to the House of Commons.

Rating Relief.

Measures will be presented to the House of Commons to carry out a scheme for the reform of the rating system, the reorganisation of local government and the readjustment of the financial relations between the state and local authorities. His Majesty trusts that the relief from the burden of rates under the scheme will benefit agriculture and lead to greater employment in industry generally, and particularly in the basic trades whose condition still causes concern.

The speech emphasises the importance of the proposed changes in local government and the relations between the Exchequer and the local authorities, which Ministers anticipate will promote efficiency and economy in local government and will enable better provision to be made for the health of the people and allow direct assistance particularly in those areas whose needs are most pressing.

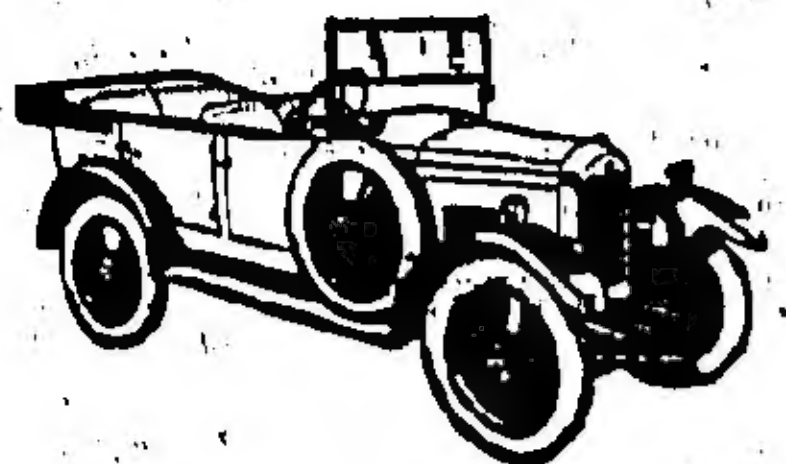
New Bills.

The speech foretells bills extending the export credits guarantee scheme for a further period, and authorising the appointment of two additional members of the judicial committee of the Privy Council, one additional Lord of Appeal in Ordinary and assisting agriculturists in Scotland to obtain credits.

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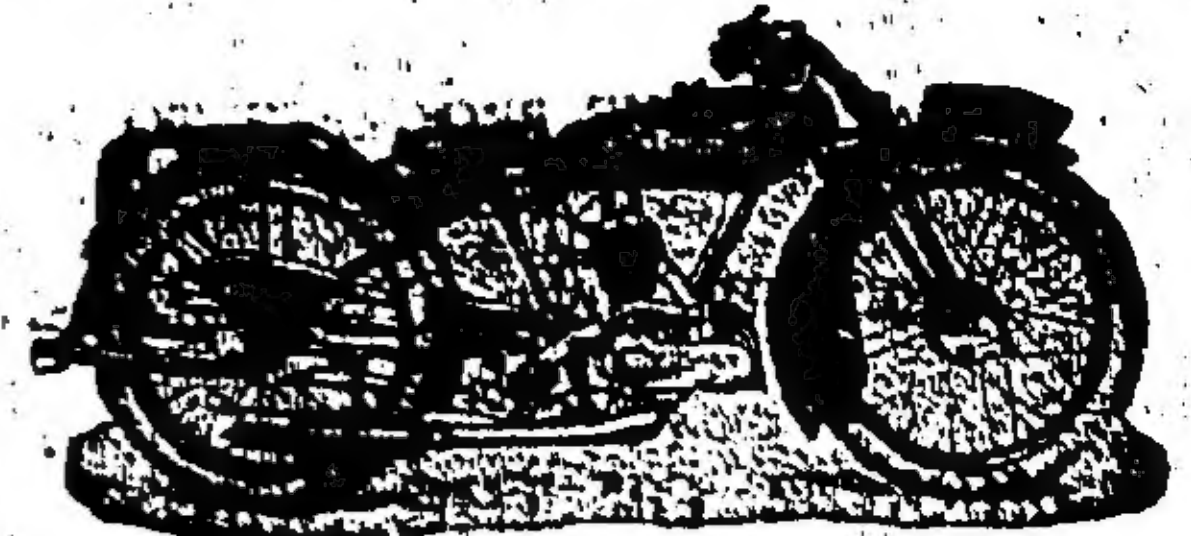
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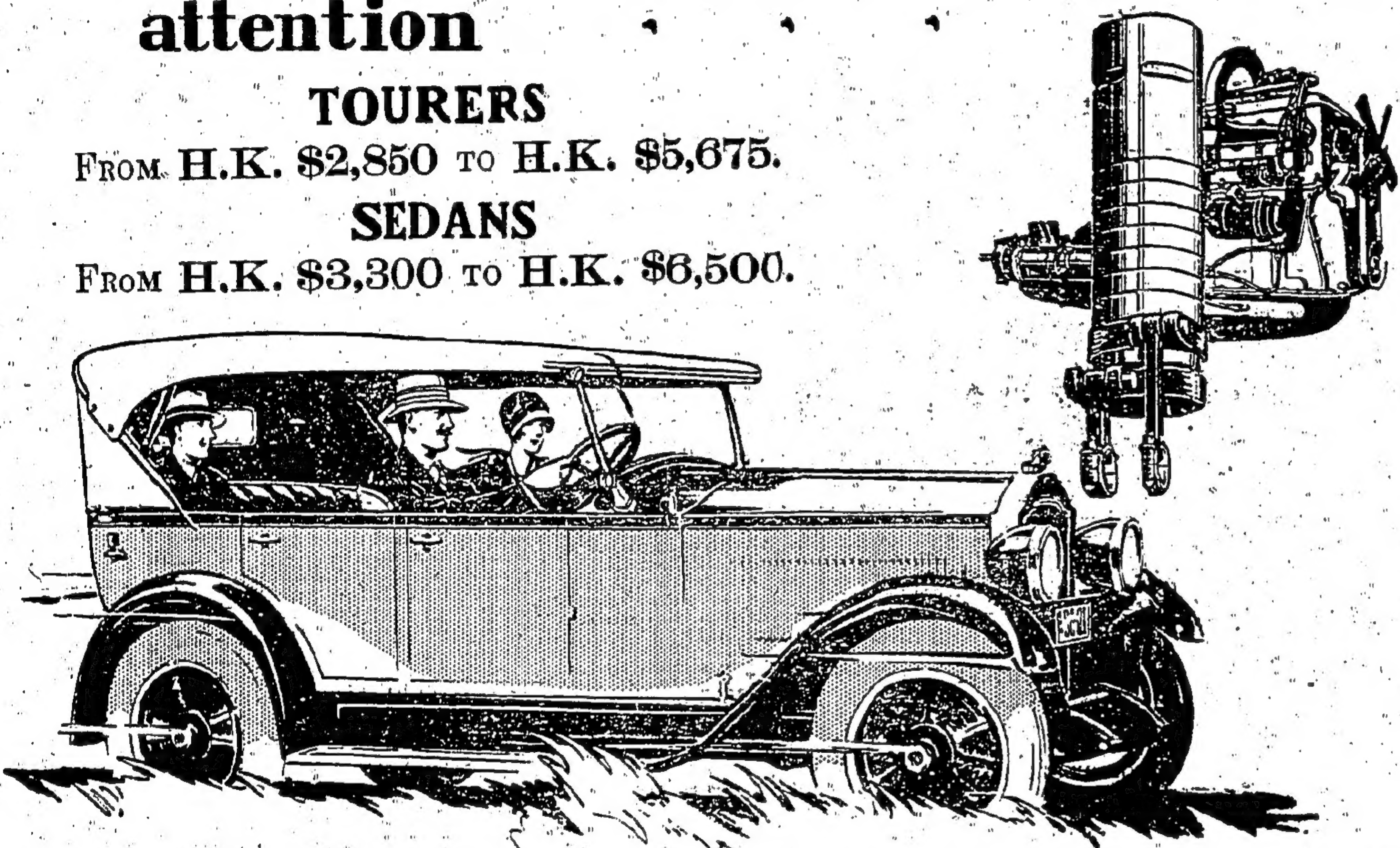
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LOCAL MOTOR NOTES.

TRAMS AND BUSES.

The big handsome Gay motor-buses of the Hong Kong Tramway, Ltd., have also commenced service. During the first few days of their run, it could not be said that they were exactly overcrowded. The route is a difficult one to popularise as it follows the tram line, and the public are used to the trams which run in such quick succession. The buses go at much longer intervals and the very regular service of the trams scores. However, as soon as people get accustomed to the quick and comfortable Gay buses, there is no doubt that, with a time-table service, they will be well supported.

On the mainland, the bus service is rapidly progressing and more and more people are forsaking the "reliable ricksha" for the buses.

Looking back, the progress of the bus service seems astonishing. Not very long ago Yau-mat and the other suburbs were distant places, while Kowloon City was an ideal picnic ground. The development of both Kowloon City and Sham Shui Po has been made possible by the bus service.

THE FORDS TO GO.

Although we owe them our thanks for "service rendered" it is pleasing to note that the many "flickety little" Ford motor-buses of Kowloon will be replaced during the next few months by the powerful and safe British buses.

BETTER SERVICE FOR NEW TERRITORIES.

Running a bus service to "time-table" is not only a convenience to the public but a sure method of success. The Chung Mei New Territory Bus Service has gradually won the respect and confidence of the public who have generously supported the service to such an extent that the Company have since reaped such profitable returns as to enable them to place an order for six more of the reliable Morris Commercial chassis from Home, and in the near future will operate an half hour service from their depot at Mongkok to Tin Long via Castle Peak. With a few alterations, so as to accommodate European passengers, the service should prove extremely convenient during the summer months, as it would enable non-car owners to spend an afternoon at one of the numerous beaches along the Castle Peak Road. We are also given to understand that a complete circuit of the New Territories will be established by the opening of a run from Fanling to Kowloon via Tai Po Market.

ALEX ROSS'S GARAGE.

As all car owners on the Island are aware, it is a task to find a conveniently close garage especially as the host of public vehicles have usurped most of the available space at the Public Garages. It is good news for private car owners that the proprietors of the new garage in Kowloon, Messrs. Alex Ross & Co., will not accommodate any public vehicle overnight, but will reserve its space for private owners.

TRAFFIC REGULATION

AMENDMENTS.

The amendments of the Traffic Regulations issued recently afford a number of new privileges to motorists. Several side-lanes and one or two thoroughways on the higher level have been opened for traffic, and allow car owners in the roads in question to drive to their front door.

The side-lanes, such as Ice House Street and Pottinger Street had become unofficial dumping grounds for rickshaws. The Fire Fighting Department will also approve of the opening of these side lanes, especially Pottinger Street, as access to Queen's Road is limited. The two way traffic for Ice House Street will be a saving of time to many.

Public vehicle licenses are issued on the understanding that the car has a garage to accommodate it. It appears from the numbers of cars to be found on the parking banks at any hour of the night that many have hoodwinked the Traffic Department. We understand, however, that at the new year the Traffic Department will make a thorough inspection of the public vehicles, in consequence of which it is expected that a large number on the roads will be refused licenses.

MADE FOR CHINA.

The local Chrysler dealer very proudly presented the writer with what he termed as the latest Chrysler sensation. It was a booklet describing the new Chrysler-Fargo de Luxe Commercial car. This motor is built as a Sedan with seating capacity for 8. This may be removed, allowing full use of the compartment for commercial loads. It is equipped externally in a similar manner to passenger cars on the road.

However, when questioned as to the possibility of selling such a type of car in Hong Kong, he very humorously replied that he intended to send a few to the inland ports. "The car with a seating capacity for 8 will be most convenient to Chinese with two or three wives and a school of children."

Incidentally, the Chrysler Motor Corporation are putting a new make, known as "De Soto" on the market. The car is very handsome, and to quote the slogan of the manufacturer—"Built as only Chrysler builds." Messrs. A. Lung & Company are the agents.

(Continued on next Column.)

HAPPY VALLEY PERILS.

A NEW DANGER FOR MOTORISTS.

Now that tramcars are running to Happy Valley through the Percival Street extension and road-makers have taken charge of the old track between the Police and Craigshaw Clubs, a dangerous traffic obstruction has arisen on a road which is always a busy one, especially after dark. In addition to the usual stream of motor vehicles between the town and Causeway Bay the motor bus services of the Hong Kong Hotel and the Tramway Company also use this section.

Near the bridge between the two Clubs, a barricade has been erected taking in the tramway track and leaving just enough room for a vehicle to pass through. On coming out of this tunnel-like passage from the Causeway, Bay side, a motorist is faced with a fork shaped tree almost dead in front of him. The real danger is at night when there is hardly anything to indicate that obstruction. On Monday night a dim red light hung on one of the boards upright in the roadway was all the indication of the obstruction.

About two months ago a trench was dug at the entrance to Bowington Canal Road East near this bridge. There were no warning lights or what there were did not sufficiently light the obstruction with the result that at least one motor cyclist had a narrow escape from going over into the trench and that was owing to the lucky chance that he was able to stop although the front wheel of the cycle touched an earth mound on the spot.

Probably the lighting of such obstructions is left to coolies who put in a few cents worth of oil in lamps, which are quite inadequate for the purpose, and they think that they have done their duty if they hang them anywhere on a plank and make their departure.

All that can be said is that the place is a positive danger spot to wheeled traffic and pedestrians and with no traffic supervision it will not be long before a serious accident takes place.

On many roads the authorities have seen the wisdom from the standpoint of "Safety First" of removing trees which were planted before motor traffic was dreamed of.

Such a policy could very well be extended to the part of the road in question where many trees stand on the roadway. The triangular patch opposite the Police Club, has made a name for itself recently for it was a tree at one corner which cost the life of a Chinese billiard marker when he was crushed between it and a motor car.

Where trees do not constitute a danger there are tramway standards. Take for example the section between the Monument and Police Club. Watch the motor vehicles as they pass the standards in the middle of the road, which is not in any sense a wide one. From time to time these standards make history, and a claim for damages which is now pending in the Summary Court against a motor car owner arose from a crash near one of these posts.

THE EMPEROR OF JAPAN.

IMPRESSIVE PROGRESS TO KYOTO.

CENTURIES-OLD CUSTOMS OBSERVED.

MIRROR OF THE SUN GODDESS.

[THROUGH REUTER'S AGENCY.]

TOKYO, November 6th.

This morning witnessed the departure of the Emperor for the ancient Capital of Kyoto, there to play the leading role in the long-awaited ceremonies marking his formal accession to the Throne as the 124th successor of an unbroken line of monarchs.

Long before midnight, huge crowds in silent reverence had started to assemble along the route to be followed by the Imperial procession on its way to the station, although, when the appointed hour arrived, only comparatively few could hope to catch more than a glimpse of the imposing cortege, as the distance to be covered was but short.

Troops of the Imperial Guards Division and of the First Division lined the route, and all Tokyo was gay with triumphal arches, fluttering flags, waving bunting, and decorations of all kinds.

Guns Boom A Salute.

The sun was gleaming in a cloudless sky, when the booming of guns from the warships lying out in Tokyo Bay and from batteries on shore announced that His Imperial Majesty, the direct Offspring of the Gods, was about to set off to make formal announcement to the Ancestral Spirits and to the Gods of Heaven and Earth, and also to the world at large, of the fact of his accession to the throne of his ancestors.

As the guns boomed their salutation, the head of the procession was seen issuing from the main gates of the Imperial Palace. Crossing the famous Nijubashi Bridge, it made its way by the fine broad road across the wide open grounds which lie between the picturesque old stone walls of the Palace and the Outer Moat.

Leading the procession was a posse of mounted police, closely followed by a detachment of lancers from the Guards Division, their pennants fluttering gaily in the early morning breeze.

Then came the most impressive section of the cortege, the Shrine of the Sacred Mirror, borne aloft on the shoulders of a band of stalwart youths selected by time-honoured custom from the village of Yase, near Kyoto.

Sacred Symbol.

The great crowds of spectators, awed by the presence of this sacred symbol, stood in silent reverence and bowed low as it passed, for, great as is the respect paid to the Emperor as the living personification of the invisible gods, this shrine with its precious contents has about it all the mystery that attaches to the unseen and even the Emperor himself has to bow before it.

In its ancient dignity of structure and ornamentation, the Shrine, as it passed by, stood out against its modern setting of triumphal arches, brilliant banners, elaborate carriages and flashing military uniforms, like an uncut gem against an intricate background of filigree.

The box-like palanquin in which it was carried rested on two heavy beams of plain white wood, and was covered about the sides with lacquer, while its roof of red lacquer was surmounted by a single golden ball.

Gift Of The Sun Goddess.

Inside the Shrine, hidden from human eye, was the two-thousand-year-old replica of the mirror conferred, so Japanese legend has it, by Amaterasu, the Sun Goddess herself, upon her Heavenly Grandson, the progenitor of the Imperial Family.

Little wonder then that this Holy of Holies, which plays so important a part in the Enthronement ceremonies and in the Japanese Imperial Household ritual generally, is regarded with so great awe and veneration and is treated with such reverence and respect.

Tradition records that the original mirror, which now reposes in the Imperial Shrine at Ise, the Mecca

of all good Japanese, was presented at the dawn of Japanese history by the Sun Goddess as a device by which she might project her soul out of her body and make it available to her offspring as a protecting genius. It is regarded as such to this day, as also is the replica used in the Enthronement ceremonies which was made by order of the Emperor Sujin who, according to Japanese chronology, lived from 97 to 30 B.C.

The youths carrying this sacred relic were clad in flowing ceremonial garb of green and were preceded and followed by ritualists of high rank, robed in rich silks of blue, red, black, green, and purple, and mounted on horse decked with trappings of red and gold.

Imperial Regalia.

Behind the Kashiko-Dokoro, the Shrine of the Sacred Mirror, came the Emperor in a magnificent carriage, bearing with him the Sacred Sword and Jewels which, together with the Mirror, constitute the Imperial regalia used in the Enthronement ceremonies. The Sword, like the Mirror, is a centuries' old replica of one that is declared to be of divine origin, and which is now enshrined at Atsuta, near Nagoya, while the Jewels are said to have been handed down from the Gods direct.

Be that as it may, it is certain that all three of the objects forming the regalia are of great age and that, for hundreds of years past, they have served as sacred insignia and have passed on direct from one ruler to the next, thereby legitimatising his succession and supposedly protecting him against the powers of evil.

Symbolically the Mirror stands for purity, righteousness, integrity and wisdom; the Jewels for benevolence, gentleness, affection and obedience; the Sword for valour, sagacity, justice and firmness.

The Royal Cortege.

Court ritual decrees that the Empress cannot occupy the same carriage as the Emperor when he is accompanied by these sacred emblems. In the Imperial progress to the station the Empress therefore followed in a separate carriage, and next in order came one conveying Prince Chichibu and his newly-wedded consort, daughter of Mr. Matsudaira, the new Japanese Ambassador to Great Britain.

Following these came other brightly caparisoned carriages conveying the other Imperial princes and princesses and various high dignitaries.

Slowly the imposing cortege, nearly half-a-mile in length, passed by along the troop-lined route on its way to the station where after a short rest, Their Majesties, together with their retinue, were conducted to the waiting train, one coach of which was specially constructed for the conveyance of the sacred shrine of the Sun Goddess's Mirror.

Punctually at 8 a.m. the Imperial train left for Nagoya, where the Emperor will spend the night before proceeding to Kyoto. As the powerful engine, hauling its important burden, moved slowly and smoothly out of the station to the strains of the Japanese National Anthem, those on the platform bowed low and the air reverberated once more to the booming of guns and the bursting of daylight rockets high overhead as marks of respect and salutation.

Journey Broken At Nagoya.

NAGOYA, Nov. 6th.

Breaking his journey to Kyoto for the enthronement ceremonies, the Emperor arrived here this afternoon and immediately proceeded under military escort to the Detached Palace, where he will spend the night before continuing his journey to-morrow. The city is en fête with flags and bunting flying and rows of lanterns down all the main streets, while triumphal arches are erected at conspicuous points along the route followed by the imperial cortege.

KUOMINTANG PARTY DISPUTES.

DISTRICTS AND CENTRAL OFFICE.

DIVERGENCE OF OPINION.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 6th.

Following the censure by the Central Executive Committee of the Kuomintang of the action of the Nanking District Kuomintang in openly criticising the Government and Party, a controversy has arisen as to the extent to which district party offices can go in criticising the central party office.

The censure has resulted in the supervisory committee of the district party office resigning en bloc, and simultaneously issuing an open letter defending their action and protesting against the censure.

It is understood that the controversy is engaging the attention of political and party leaders, and will be investigated by a committee appointed by the central party office. The incident is regarded as an important test case, as the committee's decision will determine how far district offices can go in criticising the central office, and whether the central office will tolerate the "supervisory actions" of the district offices, which, notoriously frequently differing in political policy from the central office, are now strongly opposing the action of the central office in naming half the delegates from the districts for the Third Kuomintang Congress.

NORTHERN TOUR.

[Wah Tsai Pao.]

SHANGHAI, Nov. 6th.

Marshal Chiang Kai Shek is busily making preparations for a tour to the North along the Tientsin-Pukow Railway. His cortege will consist of over one hundred civil and military officials. His tour will terminate at Chingkiangpu, in the north of Kiangsu. He is expected to return to Nanking before the holding of the National Disarmament Conference.

WIRELESS STATIONS FOR CHINA.

CONTRACT TO AMERICAN CONCERN.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 6th.

Following on the negotiations opened in Peking in 1921, Chang Ching Kiang, Chairman of the Reconstruction Committee, has signed an agreement with the American Radio Corporation, the parent concern of the Federal Wireless Corporation, for the construction of two twenty kilowatt short wave radio stations, one at Shanghai and one in the interior. They are to be completed in eighteen months at a cost of \$1,170,000.

Chang Ching Kiang deposited one-third of the cost on signing the agreement.

DUTCH GOODWILL.

[Wah Tsai Pao.]

SHANGHAI, Nov. 6th.

According to a Nanking message great strides have been made in the progress of negotiations held by Dr. C. T. Wang with the Italian, Belgian, German, Dutch and Norwegian Ministers on the problems of treaty revision and tariff rates. It is said that the Dutch Minister is showing a most accommodating attitude towards these two problems and the greatest sympathy for the Nationalist Government in its aim of national reconstruction.

"KUNGWO" PLACED IN QUARANTINE.

CHINESE PASSENGERS RESENTFUL.

ARMED GUARD ON BOARD.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 6th.

The Kungwo was placed in quarantine on Sunday afternoon owing to the landing of a case of alleged cholera at Kiukiang. The quarantine order was strongly resented by the 500 Chinese passengers aboard, who threatened Captain Gibb. As a result the distress signal was hoisted and H.M.S. Cornwall sent an armed guard aboard to maintain order. The Kungwo is lying at Woosung.

FRENCH CABINET RESIGNS.

RESOLUTION OF RADICAL CONGRESS.

"MILITARIST POLICY."

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 6th.

In view of the resolution passed at Angers the four Radical Ministers, M. Herriot, M. Sarraut, M. Queuille and M. Perrier have resigned, and this has entailed the resignation of the Cabinet.

The Resolution.

The unanimous resolution of the Radical Congress at Angers which precipitated the Cabinet crisis denounced the "militarist policy" of the French Government and called a halt to the Government's military and naval programme. It forbade any increase in fighting strength or any vote of money for this purpose. The resolution was moved by the young deputy Montigny and seconded by the Radical leader Daladier, both Lieutenants of M. Caillaux. The resolution placed an explicit veto on Radical Ministers remaining in the Cabinet if the Radical wishes were not carried out, and therefore the above Ministers tendered their resignations.

THE MURDER OF OBREGON.

NUN ASSERTS HER INNOCENCE.

A TERRIBLE SCHEME.

[THROUGH REUTER'S AGENCY.]

SAN ANGELO, Nov. 6th.

The trial of Tora continued to-day. The Mother Superior, Maria Concepcion, swore she was innocent of complicity in the murder, but refused to give any information in regard to the branding of a cross upon the bodies of the sisters of the Convent in imitation of such branding on her own body.

Maria Elena Manzano, another of those accused, admitted that she had plotted to cause the death of Obregon and Calles by pricking them with a poisoned pin while dancing with them.

The trial was adjourned until November 8th following an interruption by a group of deputies, adherents of Obregon, who invaded the court shouting "death to Sodi," who is defending Tora.

JAPANESE COMPANY STRIKES OIL.

RAPID RISE IN SHARES.

DISCHARGE OF NATURAL GAS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 6th.

According to unconfirmed despatches from Formosa, a well belonging to the Japan Oil Company at Kihui in the north-west section of the island started an enormous gush on the night of November 3rd. On receipt of the report the company's shares rose 2.50 on the Tokyo stock market.

LATER.

Investigators report from Formosa that the gusher shows no oil, but there is an immense discharge of natural gas.

HERTZOG FLOUTED BY LABOUR.

MINISTER'S ACTION CAUSES RESIGNATION.

[THROUGH REUTER'S AGENCY.]

PRETORIA, Nov. 6th.

The Government has resigned as a sequel to the labour Cabinet Minister, Mr. Madeley, receiving a deputation from a native trade union against the wishes of Hertzog. It is expected that the Ministry will be reconstructed not including Madeley.

MEXICO'S FOREIGN DEBTS.

SECRET CONFERENCES HELD.

Mr. Lamont, Chairman of the International Committee of Bankers on Mexico, has issued a statement revealing that secret conferences have been held during the past weeks between the Mexican Minister of Finance and the Committee's representatives at Mexico City with a view to the conclusion of a entirely new agreement for the repayment of the Mexican debt to foreign investors.

The announcement was followed by a rise in Mexican bonds of a quarter to seven-eighths on the New York stock market.

MILLION DOLLAR BET.

BIG MONEY FOR HOOVER.

ELECTION FESTIVITIES.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 6th.

The election festivities in New York to-night will be on a scale unknown since prohibition was introduced. All the night clubs are booked to capacity at \$15 each cover, and the leading hotels are similarly full.

The betting in Wall Street is 5 to 1 on Hoover. The most spectacular wager is that of the well known motor-car manufacturer, William Durant, who has bet \$1,000,000 on Hoover against \$200,000 put up by a group of prominent Democrats including Mr. Raskob, who is Smith's manager and another motor magnate. Bets of \$100,000 are quite common.

Women's Influence.

Just before Smith's final appeal was broadcast, Hoover's last word (addressed particularly to women) was similarly wirelessly over the continent from the opposite coast.

Speaking in his home town, Paoliato, Hoover declared that women's participation in the elections had produced "a keener realization of the importance of public questions and had contributed to higher national ideals." The women of to-day are alive more seriously to the effect of the election upon the home.

He alluded to the momentous nature of the election, when the nation was entering a "new era of economic and moral action."

Smith's appeal followed immediately and he addressed his listeners in a characteristically cheery and intimate manner. The address included an outline of his four terms of Governorship of New York.

Smith's Final Appeal.

Broadcasting stations from coast to coast have transmitted Governor Smith's final appeal, which is addressed to the farmers, who form one-third of the total voters in the Presidential election.

The address declared that while both parties are agreed on the subject of the development of inland waterways and a tariff on imported crops, they absolutely differ regarding the principle of the so-called McNary-Haugan Bill for the Protection of farmers, which President Coolidge vetoed and Mr. Hoover opposed, "though they have nothing to offer in its place."

Governor Smith said he favoured "effective control of the sale of exportable surpluses, with the cost thereof imposed upon the commodities which benefited."

COUNTY CRUISER IN COLLISION.

H.M.S. "LONDON" SLIGHTLY DAMAGED.

[BRITISH WIRELESS SERVICE.]

RUEY, Nov. 6th.

A collision occurred in the Clyde off Greenock last night between H.M.S. London, Britain's latest 10,000-ton cruiser, and the White Star liner, a.s. Runic.

The a.s. Runic steamed into Liverpool to-day with her stem damaged, her skipper immediately taking her into dock for repair.

"She is due to leave Liverpool on Saturday on her regular run to Australia and it is stated that there will be no interference with the date of her sailing."

An official communique issued by the Admiralty says that while undergoing secret trials in the Clyde, H.M.S. London, which is a new cruiser of ten thousand tons, embodying some of the latest improvements in warship equipment, collided with the a.s. Runic, of Liverpool.

The Runic was able to proceed on her voyage and the cruiser suffered practically no damage at all.

The London will be able to continue her trials without interruption.

FRENCH COLONIAL MUSEUM.

[THROUGH HAVAN AGENCY.]

PARIS, Nov. 6th.

President Doumergue to-day laid the first stone of the Colonial Museum which is being built for the occasion of the International Colonial Exhibition in 1931.

MOVEMENTS OF NAVAL VESSELS.

[NAVAL WIRELESS.]

On November 5th H.M.S. Bluebell arrived at Weihaiwei from Chiao. The transport Dorsetshire reached Weihaiwei from Taku Bay.

On November 6th H.M.S. Tritonia and the submarines L3, L15, L19, L27 and L33 arrived at Amoy from Nimrod Bound en route to Hong Kong.

"SHASI" PIRACY DISCLOSURES.

B.A.T. LAUNCH SEIZED.

CREW THREATENED WITH PISTOLS.

[THROUGH REUTER'S AGENCY.]

HANKOW, Nov. 6th.

It now eventuates that the launch used in the Shasi piracy, is the B.A.T. launch Old Bill.

The launch was missed from her moorings yesterday and it was presumed that it had been commandeered by the military, but it has now returned.

The launch's story is as follows: At about eight o'clock on Saturday evening five men boarded the launch, which was lying off the Special Administrative District No. 3, and forced the crew at the pistol-point to proceed below the Japanese Concession, where about 10 others boarded. Then they proceeded down-river and anchored below Seven Miles Creek.

"Shasi" Appears.

After hours of waiting the Shasi was observed approaching and flashlight signals were interchanged with the pirates.

The Shasi anchored and the launch went alongside and took over 30 pirates with loot and baggage. The launch then went up-river, and 30 pirates got off below the Japanese Concession on the Hankow side.

About 10 left at Suchupong on the Wuchang side and the remaining five at Longwanmiao, on the Han River.

Acting on this latest information the authorities are now scouring the districts all around but not much hope is entertained of the robbers' capture.

The Captain's Story.

According to Capt. Cook, master of the a.s. Shasi, one hour after leaving Hankow, pirates arrived with Mausers and attacked the bridge from both sides, firing as they came. The Captain was forced into his cabin, in which were his wife and children. The cabin was ransacked and rings taken off his wife's fingers. The pirates, estimated to number 30, were armed and several well dressed youths appeared to be in charge, their orders being carried out with expedition.

They got away with the commander's steel chest containing cash and valuables to the total of about \$8,000; loot from Chinese passengers about \$1,500, and from other passengers and the crew about \$800.

THE AIR PORT OF THE NORTH.

GREAT PLANS FOR HULL.

[BRITISH WIRELESS SERVICE.]

RUEY, Nov. 6th.

Plans to establish Hull as the air port of the North are stated to be taking shape.

The proposals include the purchase of three aeroplanes for a regular mail service to Northern Europe and one for reserve.

Major Atkinson, Chairman of the Hull Chamber of Commerce, stated to-day that the capital required is £125,000, which is to be increased when a passenger service becomes possible.

FOREST FIRE IN POLAND.

MANY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

WARSAW, Nov. 5th.

A devastating fire which is spreading rapidly through the Forest of Roanok in the eastern Poland has caused several tragedies.

Many homesteads have been enveloped by the flames and it is reported that the casualties number at least ten killed, and many others seriously injured. Four of the victims were burned to death, and their bodies have not been recovered.

OBITUARY.

LORD CARNOCK.

[BRITISH WIRELESS SERVICE.]

RUEY, Nov. 6th.

The death has occurred in his eightieth year of Lord Carnock, who had been in retirement for the last twelve years, after a long and distinguished career in the diplomatic service.

Formerly known as Sir Arthur Nicholson, he was raised to the peerage in 1919 on vacating his post as Permanent Under-Secretary for Foreign Affairs. He died suddenly in London to-day of heart failure.

THE OPENING OF PARLIAMENT.

THE KING'S SPEECH.

SAKLATVALA'S BAD MANNERS.

[THROUGH REUTER'S AGENCY.]

London, Nov. 6th.

H.M. the King opened Parliament to-day with the usual ceremonial. There was not a very large attendance of the House of Commons, where Saklatvala distinguished himself by remaining seated in the Commons until the other commoners had returned from the House of Lords.

The King's speech expresses great satisfaction at the signature of the treaty for the renunciation of war at Paris on August 27th. In pursuance of their fixed policy the Government continued to accord full support to the League of Nations, co-operating in all its current activities, and particularly sought fully to discharge its obligations under Article VIII. of the Covenant by reducing armed forces to the lowest point consistent with national safety and by assisting the League to formulate plans for a general reduction of armaments.

Reparations.

Agreement was reached with the Governments of Belgium, France, Germany, Italy and Japan for the opening of negotiations with a view definitely to settling the problem of reparations. It has also been recognized that negotiations should be held with regard to the German Government's request for the evacuation of the Rhineland.

Referring to the Coronation of the Emperor of Japan, the King takes the opportunity of wishing His Imperial Majesty a long and glorious reign. The historic Anglo-Japanese friendship has always been a potent factor in the maintenance of peace in the Far East.

China's Efforts For Peace.

His Majesty welcomes the efforts of China to establish a Central Government and cope with the forces of disorder. "I regard the progress of these endeavours as of the highest importance, not only for the safety and prosperity of my subjects resident in China, but for the peace of the world."

The estimates of the services for the coming year are being prepared with strict attention to the continuing need for economy in public expenditure.

Industrial Outlook.

As an anticipation of the general scheme for relieving agriculture and productive industry from the burden of rates, the Commons will be asked to make provision for enabling the railway companies to lower their charges on important traffic concerning agriculture, and the coal, iron, and steel industries. The situation in the mining areas continues to engage the earnest attention of Ministers, who are taking energetic steps to promote the success of the scheme of industrial transference and migration. The abnormal expenditure from the unemployment fund, entailed by the displacement of labour from the mines, will necessitate the increase of borrowing powers, and a bill on this matter will be submitted to the House of Commons.

Rating Relief.

Measures will be presented to the House of Commons to carry out a scheme for the reform of the rating system, the reorganisation of local government and the readjustment of the financial relations between the state and local authorities. His Majesty trusts that the relief from the burden of rates under the scheme will benefit agriculture and lead to greater employment in industry generally, and particularly in the basic trades whose condition still causes concern.

The speech emphasises the importance of the proposed changes in local government and the relations between the Exchequer and the local authorities, which Ministers anticipate will promote efficiency and economy in local government and will enable better provision to be made for the health of the people and allow direct assistance particularly in those areas whose needs are most pressing.

New Bills.

The speech foreshadows bills extending the export credits guarantee scheme for a further period, and authorising the appointment of two additional members of the judicial committee of the Privy Council, one additional Lord of Appeal in Ordinary and assisting agriculturalists in Scotland to obtain credits.

MOTORING NOTES

(CONTD.)

THE MOTORIST'S
NEW YEAR.

DESIGN FOR 1929.

BETTER LUBRICATION.

Progress in motor-car design during the past year all over the world, and not least in Great Britain, may be summed up as greater refinement, easier control, simpler and cheaper maintenance, and increased safety, and improvement has often been accompanied by lower prices.

The range of classes of car has been increased, and there are more quite new and re-designed models for 1929 than for some years past. While big cars are not losing popularity within their limited sphere, the medium and the smallest machines have multiplied. The four-cylinder engine holds its own well in the lightest and least expensive cars, in the design and manufacture of which the British makers are pre-eminent. The six-cylinder engine, long since favoured in America, although built on different lines, has established itself in Europe, and the number of makes, especially in the medium or family class of car, has increased since last year. This is because designers have aimed at smoother, more flexible, and quieter engines. The reduction of piston impulse and transmission vibration is clearly desirable. With this object the straight eight or eight-cylinder-in-line engine was recommended here some years ago. As Olympia will show, the straight eight, at which even last year many people were apt to look askance, has now come into practical being. Moreover, European designers are well ahead here, and have not allowed America to get too far in advance. The 12-cylinder or double six engine is worthily represented by one of the oldest British motor firms.

Engines of all kinds for the new season will be found to be more efficient. That is, they will give the same amount of power for smaller consumption of petrol and oil; or for the same expenditure on these items, more power and speed. The tendency is to lighten reciprocating parts, to increase the number of bearings, to warm and mix the incoming gas more adequately, to filter the air supply, to get the exhaust gases away more freely, to circulate the oil at higher pressure, to increase valve port area and compression ratio, and to speed up the crankshaft revolution. Emphasis has been laid in past years on the greater need for better regulation of the water and oil temperatures. With the lubrication a few manufacturers, but mainly those on the Continent, provide oil radiators. But in the control of the water circulation thermostatic governance of the passage or of the air supply to the radiator will be seen at the Show to be a feature of many standard 1929 cars. It is a sign of the times that the American manufacturer is paying each year greater heed to European design.

Forced Induction.

The system of forced induction on an internal combustion engine assuredly has a future before it, and Germany is no longer alone in producing standard cars which are super-charged. At Olympia there are one or two British manufacturers showing who have brought forced induction to a successful issue, at any rate in specialized form of stock cars. The method by which the engine is supported in the frame has a distinct bearing upon the refinement of the running, and for this reason suspension or anchorage arrangements have been improved in many new models, the use of rubber being now widely popular. The plan of assembling the engine, the clutch, and the gear-box as a unit, which makes for convenience of manufacture, does not lose adherents. The tendency in European design is undoubtedly towards four forward speeds; and in the gear-box there is as much innovation for 1929 as in the engines. There are definite signs that designers have been able to make radical progress in this component, which hitherto has remained the same in principle for 30 years. The desire for simpler control and a greater quietness on the indirect speeds, or at any rate on third, is now being expressed in practical results. There is the revival of a gear-box which, by means of a particular type of constant mesh gears, makes not only for quieter working but also simplified selection and changing of gears. Another British firm furnishes a gear-box in which third speed is almost as quiet as top, while an American company now fits as standard a four-speed box in which third and top are practically direct drive.

Again, there are more free-wheel devices; they will be noticeable at the Exhibition. By these gear-changing is greatly simplified and the car runs more economically. Front-wheel drive, if rather revolutionary, is a break-away from convention, and as such deserves credit when standardized. While there is a good deal yet to be learnt, especially about braking on corners, with this form of drive, any scheme which improves efficiency and gives greater stability and safety is worthy of consideration. Like clutches, transmissions between the gear-box and the rear axle have been improved in detail and makers have taken into consideration the higher transmission speeds which they are affording. Steering gears provide lighter action with more safety; and the same may be said of braking in general. The power-assisted application of four-wheel brakes has much to recommend it, provided that actual brakes are efficient.

Lighter Controls.

With the increased influence of women in motoring, lighter action of controls is being sought by manufacturers, and the servo motor, since it affords a given brake pressure for a reduced physical effort, is fast becoming part of the standard equipment. The external wheel-brake has for some time now given way in Europe to the externally expanding pattern, and for some years the external brake on American cars has been criticized here. A number of latest American makes have internal brakes.

More than anything else, except the gear-box, chassis suspension has lagged behind in progress. Though the car of to-day is infinitely more comfortable to drive and to travel in than the machine of four or five years ago, the improvement, in my opinion, has little to do with the springing, but much more with the balloon and medium-pressure tyre and shock absorbers and snubbers. Springs have been improved in detail—leaves are of better shape; camber, as recommended, has been reduced or eliminated; anchor and clipping are better; but when all is said and done the improvement noticeable in the travelling qualities of the modern car is due more to extraneous or additional accessories than to the springs. It is a difficult problem because the range of loads and speeds is so wide; but efficient suspension will probably come through independent wheel springing rather than through the more or less combined insulation of the frame from the axle.

Independent wheel suspension is beginning in this country; a firm has brought out a standard front-wheel drive supercharged model. No longer can it be said the average British car is unsuitable for overseas or not wide enough for comfort at home by reason of an under-sized track. The 4ft. 8in. width is now standardized by most British makers, while in clearance, as a comparison of British specifications with foreign will show, our industry provides what is required. The general controls of cars have been made simpler and more handy for 1929 and obviously the less skill required to learn and to drive the more popular will motoring become. Body construction and appearance of cars as a whole have undergone a marked change. The tendency is to save labour and expense in maintenance, and these advantages are largely obtained by finishes of cellulose paint or fabric covering. The system by which the coachwork can be made lighter and more flexible by arranging that the floorboards are part of the chassis and take the weight of the seats and passengers is assuredly sound. The type of the 2-3-seater, especially of the coupé type, has become pronounced once more. As was anticipated, the ordinary touring car is receding into the background and as a compromise the type of body known as the Sun Saloon is evidently likely to be popular for 1929. Advance has been made on the earlier types of the two-purpose body and it is generally possible now for a driver to slide the whole or part of his roof or head while the car is in motion.

Motor manufacturers have almost made a fetish of external lines. The main idea would seem to be to give grace by length and to preserve a high line, while two and three-colour finishes undoubtedly make motors brighter and more attractive. One almost wonders each year what firms can find for the following season to add to their equipment, but there is no stagnation. For 1929, apart from better and more adequate ventilation and lighting, the two features which stand out are centralized or half automatic lubrication by which, with the stroke of a pump, all the various bearings surfaces throughout the chassis can be oiled, and chromium plating for the external bright parts of the car.

THE WILLYS KNIGHT.

SOME POINTS IN ITS
FAVOUR.

The Willys-Overland Company is the largest manufacturer of sleeve-valve engines in the world. The Willys-Knight car fitted with this type of engine has a world reputation for reliability and the new 36 model is rapidly winning favour with the motorists in all lands.

Non-owners sometimes doubt the sleeve-valve type of engine, but the owners of Willys-Knight cars, even of ten years ago have only one opinion on the subject, namely, full approval.

A few convincing points in favour of this type of engine are: (a) It improves with use; (b) longer life and quietness in operation; (c) absence of valve trouble and a constant and flexible flow of power which results in easier handling, quicker acceleration and greater speed. These qualities are being demanded because they make possible more trips during a given space of time.

The operation of valves at high speeds will be realized when it is stated that a car travelling at an even 40 m.p.h. necessitates the valves opening and closing approximately 1,000 times per minute. That the engine improves with use is no empty boast and owners who have done thousands of miles and their cars in better condition than the day they were bought. The sleeves are smoothed down to perfection, and with additional radiation and perfect lubrication, the car is able to produce astonishingly fine results.

THE DURO GARAGE.

AN EFFICIENT SERVICE
STATION.

Since it was first opened the Duro Motor Garage at Kowloon has won the confidence of the motoring public. It has catered especially for private owners and its development has been rapid. A repair station was quickly started, and when the Club de Recreio vacated their club house the building and grounds were taken over. The garage space, but with the idea of service to the public the Company built private and convenient lock-ups for car owners. As such as these ten compartments were completed, they were snatched up by car owners. The club house was turned into a repair shop, and

lathes and machinery for repair work have since been installed. On the grass plot, the Garage is now building a storage and garage shed where room for over 20 cars will be available.

The New Refilling Station.

During the week-end the replenishing station next to the Garage is a scene of constant activity and a queue of motor-cars and motor-cycles are always making use of the free water and air, and taking in supplies of petrol and lubrication oil.

The Garage has now completed a handsome and efficient pavilion, which will be able to meet the rush. Two "Shell" (500 gallon storage) visible petrol pumps, rapid delivery, have been installed, under a neat verandah while a two "freep air" tubes are available beside each pump. The pavilion has a two-way thoroughway so that two cars can be attended to at once. Oil tanks capable of delivering large quantities

are also installed. This will mean that there will be three petrol pumps available for service, while one of the new pumps, has a special half-gallon socket for the exclusive use of motor-cycles.

Visiting the Garage yesterday the writer was impressed by the thoroughness with which the mechanics were doing their work on quite a number of cars which had been sent for repairs. The Garage will soon receive a spray painting apparatus, which will enable them to re-paint cars much more thoroughly and quickly.

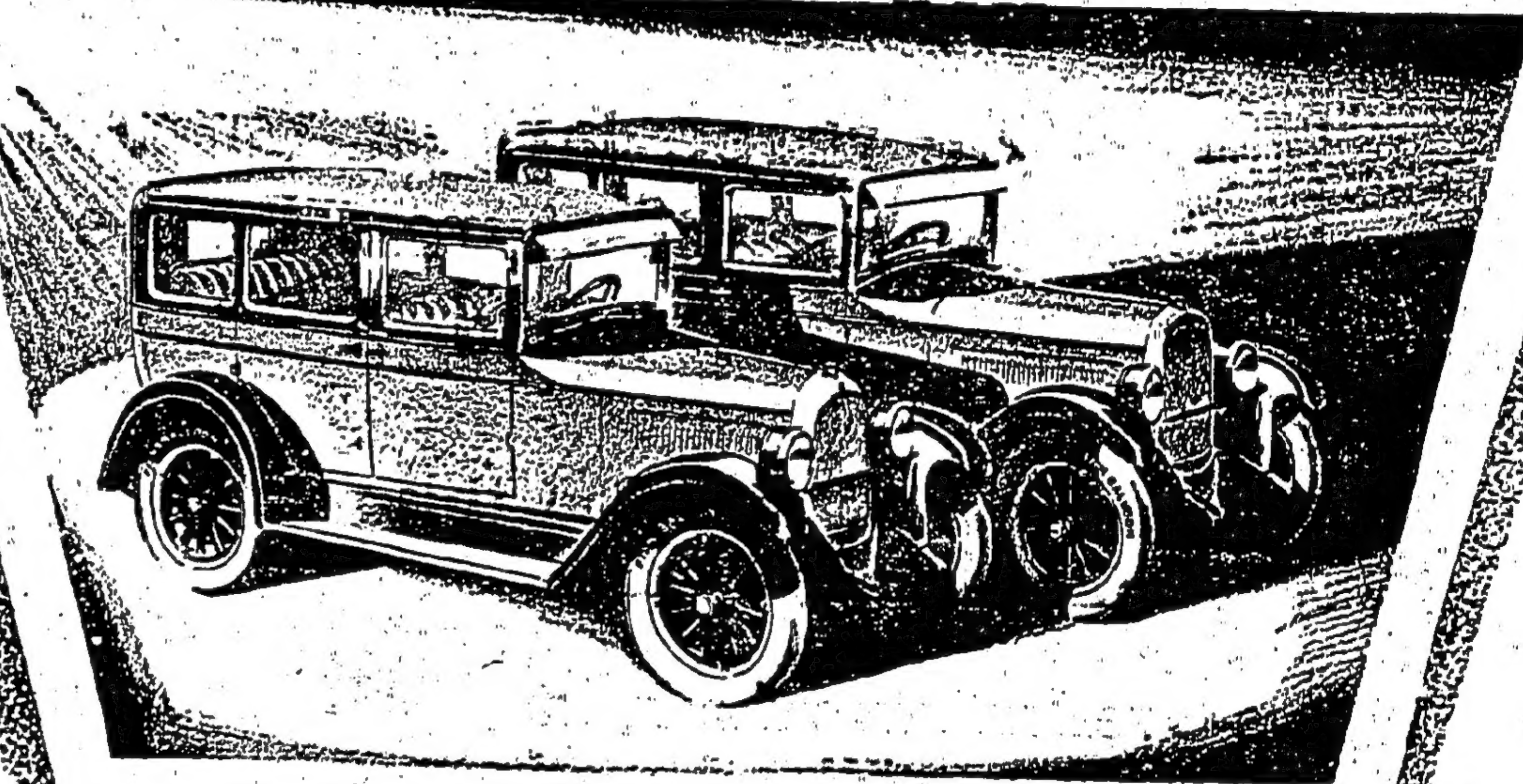
The Garage is managed by Mr. M. H. Large, who has had considerable experience of the motor business in Canada.

It is the intention of this firm later on to turn half of the Garage into a show-room.

The Garage is the agent for Willys-Knight; Overland, Overland Whippet, Singer, Willys-Knight Motor Trucks, and Zenith Motor Cycles.

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SUCH VALUE

2,000,000 WILLYS-OVERLAND CARS AND GOING STRONG!



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In definite value for your money there are no cars on the market comparable to the Whippet Four and Whippet Six.

This is true not only because these smart cars are amongst the lowest priced in the world, but because they represent the most advanced ideas in automotive design both mechanically and artistically.

The Whippet Four offers such desirable quality features as full force-feed lubrication, silent timing chain, extra leg room, and large 4-wheel brakes. The Whippet Six, in addition to these provides a sturdy 7-bearing crankshaft, counteracting vibration, Invar-strut pistons, wheelbase of 109½ inches and many other advantages.

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WILLYS-OVERLAND FINE MOTOR CARS

BRITISH CYCLES SUPREME.

STEADILY RISING EXPORTS.

OLYMPIA SHOW OPENED.

[BRITISH WIRELESS SERVICE]

Rome, Nov. 6th.

Sir William Joynton Hicks, Home Secretary, opened the Cycle and Motor-Cycle Show at Olympia to-day.

He said the motor-cycle industry was one of the few bright spots in British trade at present. In 1926, Britain exported 48,600 motor-cycles, in 1927 52,800, and in the first nine months of this year just under 50,000.

In regard to what were termed "push bicycles," we exported in 1925 276,000, in 1927 283,000, and so far this year 248,500.

Increasing Sales.

Production was consistently going up, and this year at least 150,000 motor-cycles and 800,000 pedal cycles would be made.

Imports were negligible, which showed how the British cycle industry was supreme.

"Push Bike" in Asia.

All over Asia and Africa native races were taking to the "push bicycle." A market was there by the hundred million. He suggested more and more organisation of these markets, which would not only be profitable to cycle manufacturers, but give more employment to the workers of the Midlands.

The show provides, indeed, a remarkable example of the tremendous strides made by the motor-cycle industry. At one extreme are motor-cycles costing £200, of superb mechanical engineering and design guaranteed to travel at 100 miles per hour. At the other extreme, is a machine costing £30 only, but a very fine one even at that figure. In between, are machines adapted to all tastes and purses.

MOTOR SHOW PROBLEM.

MAY NOT BE HELD NEXT YEAR.

The Motor Show, which opened at Olympia, London, recently, may be the last to be held in England.

The motor trade is divided as to the advisability of holding the show in future, and at a recent meeting of the Council of the Society of Motor Manufacturers and Traders it was decided to obtain the views of the agents, through the Motor Agents' Association.

The agents voted strongly in favour of dropping the show, but the matter is in abeyance pending a general meeting of the manufacturers' society.

A factor that has strongly influenced many people in the trade during the past year has been the success of the Concours d'Elegance at Bournemouth and that at South-

port. It was largely through the initiative of the "Motor" that this form of outdoor show was started in England, though they had been held for some years on the Continent, where they have become popular events at many resorts.

At the Southport Concours d'Elegance a leading agent said that if they could have four such events in the year they could dispense with the Motor Show, and that as far as he, as an agent, was concerned, he would be well pleased. This seemed to be the general opinion among agents, but some of the manufacturers were in doubt on the question.

The case for the Motor Show is that it acts as an incentive to buyers. The display of cars often encourages a hesitant buyer. On the other hand, often it holds up buying at other times of the year, particularly just before the Show, and brings orders with a rush instead of distributing them evenly throughout the year.

New Models Every Year.

From the manufacturers' point of view the Motor Show necessitates

the yearly issue of new models and price lists, often at an unsuitable time, and if there were no show, cars could be allowed to evolve smoothly, models and prices being changed only when really necessary.

In America the motor show is held in January and new models are brought out at mid-summer.

It might be possible to hold the show every two years, as the Commercial Motor Vehicle Show is held. For this year the motor-cycle show has been dropped.

If the Motor Show were dropped it would be greatly missed by the public. At the Show the prospective buyer has an opportunity of seeing all the cars grouped under one roof.

The Motor Show at Olympia started many years ago as a private enterprise and was taken under the wing of the S.M.M.T. only when it had become a success.

Cars entered by the trade at a Concours d'Elegance can, of course, be sold, and both at Southport and Bournemouth manufacturers booked many orders.

MY TEN COMMANDMENTS OF MOTORING.

[By THE EARL OF COTTENHAM, THE FAMOUS MOTORIST.]

I.—Concentrate always on what you are doing.

In this, the first and most important commandment for driving, are summed up the remaining nine. As it is the very essence of skill and safety it may be stretched to include any number of rules and regulations for safe conduct on the road.

Without it there can be no ultimate skill, no courtesy to other travellers, no true security for man or machine.

Each corner is a problem. Every gear change is a test. Cross-roads and children are potential dangers. Greasy surfaces are examinations in driving skill. None of these problems, tests, or dangers can be solved, passed, or avoided efficiently without concentration. It is the Alpha and Omega of good driving.

II.—Show courtesy to other travellers.

Consideration costs nothing in time or effort. It means a lot to cyclists, pedestrians, and fellow motorists. It means more to those who ride or drive horses, and to those in charge of children. Time so lost is easily regained on open bits of road.

On a drive from London to Edinburgh a motorist can show courtesy to hundreds of people. He can leave in their minds the impression that driving manners are improving.

There is something rather nice in doing that.

III.—Do not use your horn needlessly or aggressively.

This is another example of road courtesy frequently forgotten or unrecognised. There are enough noises to-day without the unnecessary ones.

Use a loud horn in the country for corners or for overtaking; but use a soft pleasant horn in towns and villages. Headlights are more often than not sufficient warning in the country at night.

IV.—When it is necessary to signal, do so clearly and in plenty of time.

An unnecessary signal is an annoyance to other people and a waste of time. A last-minute signal is useless. An unorthodox signal is dangerous and stupid, while a good early signal is a great factor in road safety.

V.—Do not overtake another car or stop your own on a corner.

This advice has been given so many times that perhaps it is in danger of losing its force. Yet people commit this desperate indiscretion every day.

Corners should be left clear and must be treated with respect. This is one of the cardinal points of driving.

VI.—Never "cut in" but always give room to pass.

"Cutting in" may be safe with a good driver or dangerous with a bad driver; but it is always bad manners. It causes the opposing traffic to slow up when the right of road is theirs. When meeting or when being overtaken, always give the other man "his road" and give it promptly.

VII.—Brake early and firmly, but not savagely.

Some motorists seem afraid to use their brakes. Others brake in fierce spasms. The first type, usually with top gear engaged, have little control over their cars. The second type ruin their tyres and brakes on a dry road, and are asking for manslaughter or suicide on a wet one.

VIII.—When in doubt change down.

This commandment is complementary to the preceding one. Its usefulness is apparent without effort.

For a greasy corner, an unknown hill, a blind cross-road or difficult traffic an indirect gear gives better braking or quicker acceleration out of harm's way. Strange though it may seem, more accidents are avoided by intelligent use of the gear-box, than by panic-stricken application of the brakes.

IX.—Dip or dim your headlights but never "black out."

To dip or dim is helpful to others—it is courteous. To "black-out" is to risk manslaughter with its inevitable remorse.

The eye cannot adjust itself quickly enough to the dim light of side lamps after the searchlight effect of headlights. The car is moving into a wall of blackness and appalling risk.

If the other car fails to dip or dim, look at the side of the road—not at the oncoming lights.

X.—Never drive a strange car, or an inefficient car, fast. Use your speed in safe places.

The first part of this commandment needs no explanation. Any one who drives fast on an unfamiliar car or one which needs overhauling, is taking an unnecessary risk.

The second part resolves itself thus. Go a little faster than usual on straight or safe bits of roads, but go a little more slowly through towns and villages, past cross-roads and turnings.

Change down a little more often than usual. Make more use of the acceleration of your car. In this way you will get about just as quickly if not more quickly, and you will be a better and a safer driver.

MOTOR-CARS IN GREAT BRITAIN.

EFFECT OF HIGH RUNNING COSTS.

The Society of Motor Manufacturers and Traders forecasts further developments in the motor-car trade. In its booklet issued on the eve of the Motor Exhibition, the society states that in 1928 it is safe to take all incomes above £400 a year as representing potential ownership of one car.

There were 692,556 incomes between £400 and £2,000, and 93,065 over £2,000 (assumed to be potential owners of two cars). That would give a total potential ownership of 878,716. With the development of the "baby" car, many persons with incomes less than £2,000 per annum were running two cars. Cars licensed as private cars were being run by business firms. All these items might increase the present potential ownership to 950,000, or even 1,000,000.

The number of cars in use reached 797,000 in 1927, and will be 900,000 in 1928. It is contended that "it is maintenance costs, particularly garaging and taxation, that in this country are keeping the motor-car beyond the reach of income classes which in the U.S.A., Australia, and New Zealand are able to run cars." In the absence of determined efforts to reduce these running costs, only a small annual increase in the number of registrations can be looked for after 1929, and even this increase would fluctuate with the general level of prosperity.

It is stated that the car-purchasing power of a given income has increased owing to the reduced initial cost of cars and the spread of hire purchase. There is one motor-vehicle in the United Kingdom for every 38.5 persons, and one private car for every 55.9 persons. In the United States there is a private car to every 5.8 persons. One white person in every 11 in New Zealand owns a car, and one person in every 11.5 in Canada. Only one Frenchman in every 50.5 has a car, and only one (Continued at foot of next column.)

WOMAN'S CAR DASH DOWN AFRICA.

CHARGE INTO LIONS WITH BLAZING HEADLIGHTS.

JOHANNESBURG, Oct. 6th. The story of a woman's motor dash down the length of Africa was revealed to-day with the arrival here of Gerry Bower in a Chrysler Sedan after a record journey.

Mr. Bower parted from his wife in Paris, the intention being that she should travel to South Africa by steamer. But on his arrival at Cairo, he discovered that his wife was awaiting him, having hurried by air, and she calmly announced her determination to accompany him.

The two accordingly set off without any other companion and succeeded in travelling from Mombasa, on the Nile, to Johannesburg in ten days. Mrs. Bower several times prevented disaster by awakening her husband, who frequently fell asleep at the wheel. She shot a magnificent lion en route.

Rivalling Aeroplane Time. On another occasion three lions disputed the right of way but fled when the car charged them with headlights blazing.

After a quick breakfast in Johannesburg Mr. and Mrs. Bower hastened on in "an endeavour to complete the journey from the Nile to Cape Town in twelve days, which equals the times of many aeroplanes."

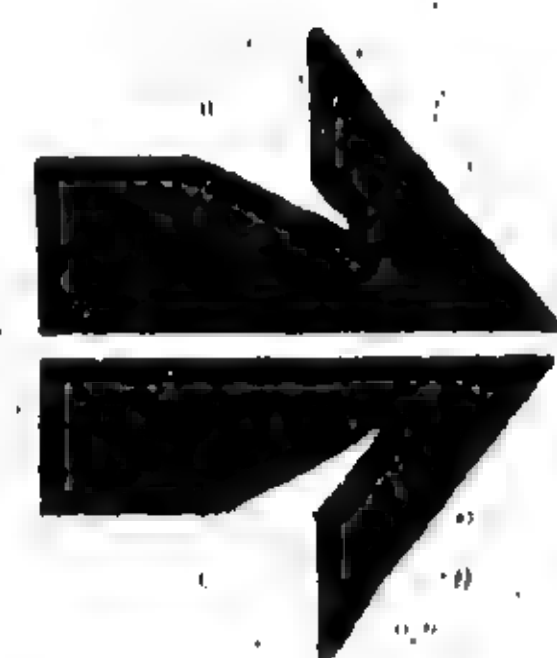
"It was a wonderful experience, and I wouldn't have missed it for anything," said Mrs. Bower. "The only thing I really missed was a bath."

German in every 239.3. The Italian figure is one in 353.3.

In September, 1927, there were 800,112 private cars in Great Britain and Northern Ireland. London came first, with 81,091; and Yorkshire was next, with 67,971. The total for Scotland was 34,432. There were 13,502 in Northern Ireland.

Of the 133,943 street accidents in Great Britain in 1927, 45,106 were in the Metropolitan Police district.

a STATEMENT OF FACTS



Willys-Overland is one of
the three largest motor
car manufacturers in the
world

Willys-Overland on July 2nd this year built
its two-millionth motor car.

Willys-Overland was the fourth manufacturer
to pass the two-millionth mark.

Willys-Overland is the third manufacturer
that has ever built more than 40,000 cars
in one month.

Willys-Overland sold more cars in the first
six months of 1928 than in the entire year
of 1927.

Willys-Overland sales continue to beat all
previous records, making this the greatest
year in Willys-Overland's 20-year existence.

It is worth your while to investigate the cars
that are meeting with such overwhelming en-
thusiasm throughout the world.

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NATHAN ROAD KOWLOON.

TEL. K. 226.

WILLYS-OVERLAND FINE MOTOR CARS

EIGHT LONG DISTANCE RECORDS.

STUDEBAKER 30,000 MILE RUN.

Official recognition of five new world speed and endurance records made by an American stock car has just been granted by the International Association of Recognized Automobile Clubs in Paris, according to the Contest Board of the American Automobile Association, Washington, D.C., U.S.A.

The records were all made by a stock Studebaker President Eight Roadster, one of the four Studebaker President Eight models which covered 30,000 miles on the Atlantic City Speedway near New York July 21st-August 9th at sustained average speeds ranging from 64 to 68 miles per hour.

International recognition was accorded the records made by the fastest of the four cars at five periods during the run. The new marks are as follows:—10,000 miles,

average speed 68.32 m.p.h.; 15,000 miles, average speed 68.59 m.p.h.; 20,000 miles, average speed 68.55 m.p.h.; 25,000 miles, average speed 68.47 m.p.h.; 30,000 miles, average speed 68.37 m.p.h.

According to A. H. Means, secretary of the Contest Board of the American Automobile Association, the International Association does not differentiate between special built racing cars and stock cars in record trials. Thus the new world records made by the Studebaker President exceed all previous racing car performances and are the best for any class of car for all time.

During the course of their run the four Studebakers shattered all previous records for fully equipped stock cars from 3,000 to 30,000 miles. The official record distances for 3,000, 4,000 and 5,000 miles were recorded, recognition as American records by the International authority. At these distances the President Eight averaged 68.71, 68.73 and 68.81 miles per hour respectively.

HOW I BROKE A WORLD'S HEIGHT RECORD.

DIVE AT 150 MILES AN HOUR.

LADY HEATH'S STORY.

Lady Heath, the famous woman air pilot, in her little Moth airplane at Crocydon on October 4th attained a height estimated by Royal Aero Club officials at nearly 23,000 feet (more than four miles), thereby breaking the world's altitude record for light airplanes.

In the following article she gives an impression of her wonderful experience:—

It may seem strange that one should want to climb into a small airplane and take it into "the utmost high infinity of farthest space" to which it will go. We have few high hills in England, and a machine that will go to four thousand feet will clear any of them.

We must remember, however, that in the list of specific products for which every country is famous, Great Britain stands first in the manufacture and construction of light airplanes.

The "Moths" and the "Avians" of England go all over the world in epoch-making flights, and are bought by individuals and governments of every country for private touring, instruction, and light freight work.

It stands to reason, therefore, that if the performance of a machine in England is bettered in any way it will make it more usable and useful in countries where extreme conditions prevail.

High Plateau. The centre of Africa is a high plateau, running down on all sides to the oceans, where, as well as being thin, owing to the height, the air is still further rarefied by the heat of the equatorial sun.

In that country alone it is necessary to have a machine that will climb to a certain height, so that it may surmount the high escarpments that cut the great continental plateau.

In other countries still higher ranges exist, and the light airplane that can show itself capable of carrying its load across them at a decent speed is the one that will sell best in that country.

It was, therefore, to see what was the highest point to which a light airplane could reasonably be taken that I borrowed a Mark III. Cirrus engine from Messrs. A.D.C. Ltd. and had it installed in my Moth.

There were two other records I wanted to try for too, (a) the British solo altitude record, which was made by Captain Broad in a Tiger Moth with 19,000 odd feet; and (b) the quite unofficial woman's solo altitude record which was put up by Miss Eleanor Smith the other day with 12,000 feet.

My job was an easy one. I chose my day and drove down to Crocydon, having notified the officials to observe my flight. Instead of being the usual English October day, a thick and damp and muggy, it was a day of brilliant, almost tropical sunshine, and so clear that, even from the pinnacle of my climb, I could see, not only every detail of Crocydon underneath me, but, across lines of fleecy clouds, the long line of the French coast across the glittering Channel.

I had brought down all the warm clothes I possessed and managed to put most of them on, but my machine with its new engine climbed so rapidly that I scarcely felt the cold. Five—ten—fifteen thousand feet it climbed—sixteen thousand in fifteen minutes, and it seemed to want to go on climbing.

Ouddled down into my cockpit for warmth, I could not see the clear aerodrome under me until I tilted the machine either way, and everything afloat in the autumn sunshine was so beautiful that I completely forgot to take the slip at my brandy flask that I had promised myself.

Up, and still up, till there were no air currents or clouds or birds, and only the still, cold sunshine, and a wonder quietness and loneliness that could be felt.

Only the steady drone of the motor for company and the tang of the biting cold through scarf and fur and leather to remind me that one was miles and miles away from the earth—the nearest heaven I have ever been.

Slow Climbing. Slower and slower my little airplane climbed. To me it was wonderful, looking outboard at my steady silver wings, and behind at my ampenage, that such a contraption of wood and wire and linen should carry me so high.

So slow we were going now that the needle scarcely quivered on the dial of my altimeter.

The altimeter fitted to my machine only registered to 20,000 feet, and it had gone off the map long since, but still we were climbing.

Thought I, I shall go down now; it must be nearly as much as twenty-three or twenty-four thousand, now and it really is cold. My breath had frozen into my muffler—and into solid particles in my goggles. So I turned my power off and glided downwards towards the earth again.

In the thin atmosphere above petrol needs more air to mingle with it to give it its power. And so, as well as a throttle, one has an altitude control which lets more and more air into the explosive mixture.

I did not, foolishly, close this before I began to descend—so the next thing I knew was that my idling engine had spluttered and stopped, and a still piece of wood was the propeller that should have been "ticking over" in front of me.

Frozen Engine. All that way down would mean a frozen engine—if it was not alive warming its burden of oil. So I had to swoop wildly towards the earth to make the rush of air force the propeller round again.

The first dive at 150 miles an hour was a failure, for I had to dive again at 150 and pull sharply out before the reassuring hum of the engine brought me again some comfort.

The earth and lunch were happy things to come to, and kindly people waiting to help me out and (Continued on next Column.)

CURIOUS JAPANESE COXSAIN.

"NO SAVVY" WHERE HIS SHIP WAS GOING.

Tsang Yu, the coxswain of the Japanese motor schooner *Po Feng Maru* was before Commander J. B. Newill, R.N., D.S.O., at the Marine Court yesterday morning on a summons for leaving the waters of the Colony without a written clearance permit from the Harbour Office.

The defendant pleading guilty gave a rather curious excuse. He said that he did not know where his vessel was going. Owing to pressure of business in Yau-mat, he had no time to get a clearance. He was the coxswain of the boat and was acting under orders, the No. 1 master being on board at the time.

Lance-Sergeant West, who was in charge of the case, denied this. He said that the boat had no sort of certificate on board, but was flying the Japanese flag and had Japanese characters painted on her stern.

The Magistrate pointed out that this did not make her a Japanese vessel and remarked that she could only be described as Japanese if she possessed a certificate of registry from the local Consul or other authorities.

A fine of \$25 with the alternative of three weeks' hard labour was imposed.

check the barographs sealed in the locker at the back.

To our tremendous joy, the better of the two barographs said, "8,000 metres," which means something over 26,000 feet. But this will be subject to corrections for temperature and pressure, which will bring it down at least 1,000 feet.

Blessings on the lovely day, blessings on the happy hour, and twenty minutes' climbing and gliding in the sky, and a million thanks and blessings on the gallant little machine that carried me so comfortably and nobly into the blue.

An official of the Royal Aero Club stated that the height which Lady Heath reached was only estimated and subject to correction.

It was recorded on the barograph she carried, but ground level pressures and other details have to be checked by the National Physical Laboratory. It may take a fortnight before the actual height reached by Lady Heath can be ascertained.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Nov. 6th.

	Previous Day	On Date	On Date
	at 3 p.m.	6 a.m.	3 p.m.
Barometer...	30.02	30.04	30.00
Temperature...	76	73	77
Humidity...	74	78	73
Wind...			
Direction...	E	E	E
Force...	3	3	3
Weather...	C	B	B
Rain...	0.00	0.00	0.00
Highest open-air Temperature...	78	78	78
Lowest open-air Temperature...	6th: 74		

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From November 7th to 13th, 1928.

		HIGH WATER	LOW WATER	
Day of Week	Date	Hong Kong Standard Time	Hong Kong Standard Time	Height
Wed.	7	h. m. a. m.	h. m. a. m.	
		5 51	0 26	2.8
Thurs.	8	6 34	0 34	4.5
		7 50	1 02	2.4
Fri.	9	7 33	1 23	3.8
		8 7	1 38	2.7
Sat.	10	8 23	1 53	3.3
		8 25	2 02	2.9
Sun.	11	9 15	2 45	3.7
		8 44	2 33	2.1
Mon.	12	1 17	3 19	3.2
		9 14	3 19	3.2
Tues.	13	10 46	4 50	3.0
		9 25	3 23	3.6

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, BANGGON, PENANG AND SINGAPORE.

THE Steamship "TILAWA" having arrived from the above Ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as goods are landed.

Goods not cleared by 9th November, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. Hong Kong, 2nd Nov., 1928. [6948]

President Liner SAILINGS

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To San Francisco and Los Angeles	To Seattle and Victoria
The <i>Sunshine Belt</i> via Honolulu	The <i>Short, Straight Route to America</i>
Partially sailings on Tuesdays	Partially sailings on Tuesdays
Pres. Jefferson, Tues., Nov. 20th	Pres. McKinley, Tues., Nov. 13, 9 a.m.
Pres. Lincoln, Tues., Dec. 4th	Pres. Grant, Tues., Nov. 27th
Pres. Madison, Tues., Dec. 18th	Pres. Cleveland, Tues., Dec. 11th
Pres. Jackson, Tues., Jan. 1st	Pres. Pierce, Tues., Dec. 25th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Partially sailings on Sunday via Manila, Saigon, Colombo, Suez Canal, Alexandria, Port Said, Genoa, Marseilles, New York and Boston.

Pres. Garfield, Sun., Nov. 18, 8 a.m.	Pres. Wilson, Sun., Dec. 30, 8 a.m.
Pres. Harrison, Sun., Dec. 2, 8 a.m.	Pres. Van Buren, Sun., Jan. 13, 8 a.m.
Pres. Monroe, Sun., Dec. 16, 8 a.m.	Pres. Hayes, Sun., Jan. 27, 8 a.m.

To Manila

Pres. Jefferson, Nov. 10th, 6 p.m.	Pres. Cleveland, Dec. 4th, 6 p.m.
Pres. Grant, Nov. 20th, 6 p.m.	Pres. Madison, Dec. 8th, 6 p.m.
Pres. Lincoln, Nov. 24th, 6 p.m.	Pres. Pierce, Dec. 18th, 6 p.m.

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American Mail Line and Dollar Steamship Line

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S.S. "CALULU"

Will be despatched hence on the

21ST NOVEMBER, 1928.

For SYDNEY, MELBOURNE and ADELAIDE

Via MANILA, ILOILO, SANDAKAN, TAPAKAN, BALIKPAPAN and RABAU.

For Freight and Passages, Apply to—

DODWELL & CO., LTD., Agents,

Queen's Building, Tel. No. Central 1030.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

S.S. "ANUBE LEBON."

ARRIVED HONG KONG ON 6TH NOVEMBER, 1928.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the above named steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent. All Claims must be sent to the Under-Signed before Thursday, the 15th November, 1928, or they will not be recognized. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Saturday, the 10th November, 1928. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent. Hong Kong, 6th Nov., 1928. [6957]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENVOBLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as goods are landed.

Goods not cleared by 9th November, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. Hong Kong, 6th Nov., 1928. [6958]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s Steamer "KASHMIR"

ARRIVED HONG KONG ON 3RD NOVEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Under-Signed on or before 3rd November, 1928, or they will not be recognized. No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents. Hong Kong, 2nd Nov., 1928. [6949]

THE Steamship "TILAWA" having arrived from the above Ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as goods are landed.

Goods not cleared by 9th November, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO. Hong Kong, 1st Nov., 1928. [6959]

THE Steamship "TILAWA" having arrived from the above Ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as goods are landed.

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MACKINNON, MACKENZIE & CO. Hong Kong, 1st Nov., 1928. [6959]

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MACKINNON, MACKENZIE & CO. Hong Kong, 1st Nov., 1928. [6959]

Austin again cuts the Cost of Motoring.

From To-day

The Austin Seven

prices are again reduced.

	To-day	Previously
Family Touring Model	\$1,365	\$1,470
Saloon	\$1,600	\$1,715
Fabric Saloon	\$1,600	\$1,715

Orders and enquiries should be made at once.

Only a few cars in the next shipment are unsold to-day.

Sole Agents:

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building.

Tel. C. 27.

[A.R.15]

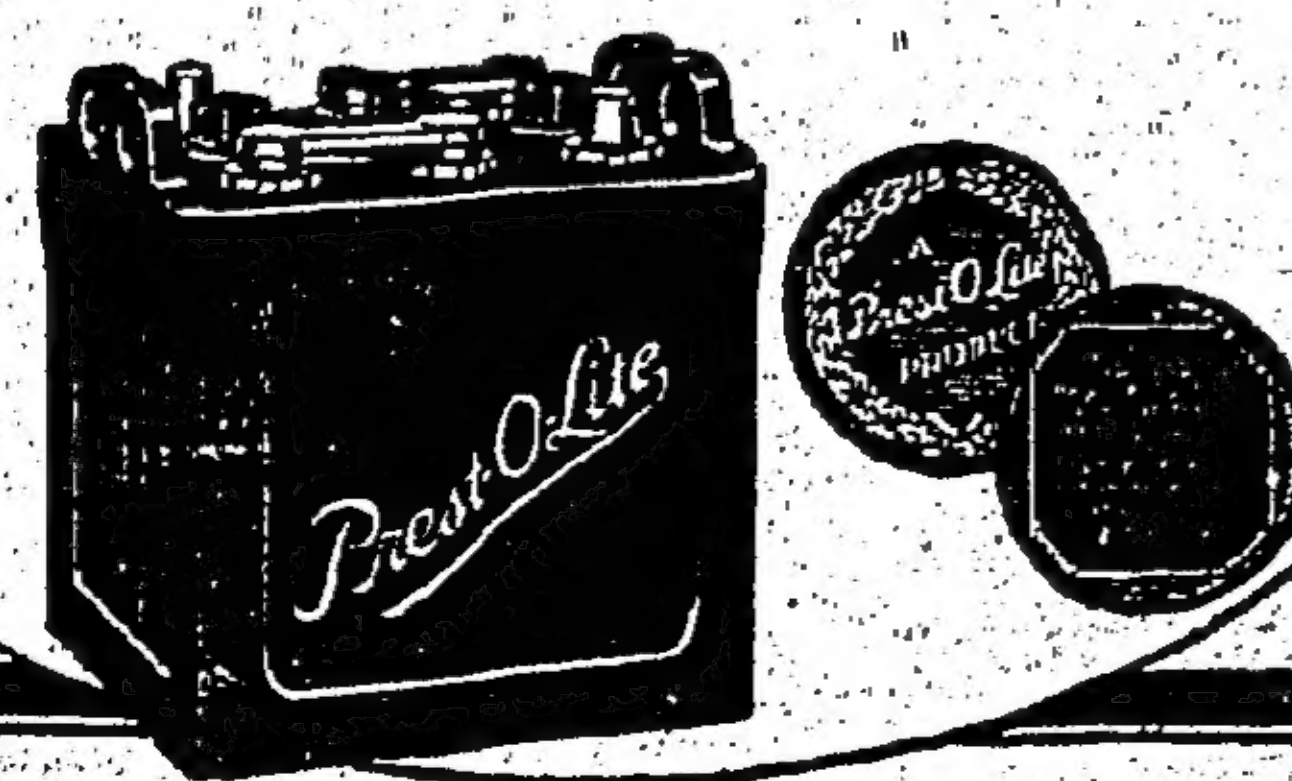
Prest-O-Lite Storage Battery

THE fame of Prest-O-Lite is world wide. When you buy a Prest-O-Lite Storage Battery you not only get a well known battery of the highest quality, but you get it at a price lower than ever before—a price no higher than that charged for cheaply made batteries of inferior performance.

THE HONG KONG HOTEL GARAGE

25, QUEEN'S ROAD CENTRAL.

Tel. C. 4755.



CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"HUPH" ... On 7th Nov. 3 p.m.
SHANGHAI	"NINGPO" ... On 9th Nov. 3 p.m.
HONGKONG, SHANGHAI & BANGKOK	"KUNGHOW" ... On 10th Nov. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHOW" ... On 11th Nov. 9 a.m.
SWATOW & BANGKOK	"KWANGCHOW" ... On 11th Nov. 11 a.m.
SHANGHAI, NEWCHANG & DALNY	"LIANGCHOW" ... On 11th Nov. 11 a.m.
SWATOW & BANGKOK	"ANHUI" ... On 12th Nov. 6 a.m.
AMOI, SHANGHAI & TIENTSIN	"SOOCHOW" ... On 13th Nov. 3 p.m.
SHANGHAI	"YUNNAN" ... On 14th Nov. 3 p.m.
SWATOW & SHANGHAI	"LINAN" ... On 15th Nov. Noon
HONGKONG, PAKHOI & HAIPHONG	"TEAN" ... On 15th Nov. Noon
WHEIMWAI, CHEFOO & TIENTSIN	"HUICHOW" ... On 17th Nov. 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KUNGHOW" ... On 18th Nov. 9 a.m.
SWATOW & BANGKOK	"KANGSU" ... On 18th Nov. 11 a.m.
SHANGHAI & DALNY	"KANGSU" ... On 18th Nov. 11 a.m.
SWATOW, S'POOR & BANGKOK	"KWEIYANG" ... On 22nd Nov. Noon
WHEIMWAI, CHEFOO & TIENTSIN	"KWEIYANG" ... On 23rd Nov. 4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to - BUTTERFIELD & SWIRE, Agents, TELEPHONE CENTRAL 36.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 THROUGH NEW VESSELS, REGULAR SERVICE FROM
 HONGKONG TO AUSTRALIAN PORTS
 Through Bills of Lading issued to all Australian, New Zealand, and Tasmanian Ports
 HONGKONG TO SYDNEY-19 DAYS.

DEPARTURE	DEPARTURE	DEPARTURE
TAIPING	14th November	14th November
CHANGTE	14th November	14th November
TAIPING	14th November	14th November
CHANGTE	14th November	14th November

For Freight and Passage Apply to - BUTTERFIELD & SWIRE, Agents, TELEPHONE CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
 "BLUE FUNNEL LINE"
 OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
 AND
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

11. "PYREBUS"	Via Suez Canal	17th November
12. "CITY OF PERTH"	Via Suez Canal	27th November
13. "CITY OF CHESTER"	Via Suez Canal	27th November

For Freight and Particulars, apply to - BUTTERFIELD & SWIRE, on THE BLUE LINE, LTD., HONG KONG HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE"	7th November
M.V. "MALAYAN PRINCE"	8th November

For Freight and Full Particulars, apply to -

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
 Telegrams: Furprisco King's Building.

FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
PAUL LEOAT	CHRONORCAUX
ANDRE LEBON	PORTHOS
PORTHOS	ATHOS II
CHRONORCAUX	DARTAGNAN
ATHOS I	SPHINX
DARTAGNAN	G. METZINGER
SPHINX	PAUL LEOAT
G. METZINGER	ANDRE LEBON

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port Said, Olan, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to - C. de Messageries Maritimes, Agents, 11, 13, and 15, King's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

November 5th.
 Korea Maru, Japanese str., 6,073 tons, Capt. S. Akiohshi, from Shanghai, which port she left on November 3rd, with a general cargo, lying at buoy No. 43-N.Y.K.

November 6th.
 Andre Lebon, French str., 7,375 tons, Capt. F. Laher, from Saigon, which port she left on November 5th, with a general cargo, lying at buoy No. 41-Messageries Maritimes.

Henschel, British str., 3,222 tons, Capt. H. J. Small, M.S.G., from Manila, which port she left on November 3rd, with a general cargo, lying at Kowloon Wharf—Gibb, Livingston & Co.

General Metzinger, French str., 9,341 tons, Capt. L. Rigaud, from Yokohama and Shanghai. The latter port she left on November 3rd, with 800 tons of general cargo, lying at Kowloon Wharf. Messageries Maritimes.

Haidler, Norwegian str., 840 tons, Capt. F. Hansen, from Bangkok, which port she left on October 26th, with rice and general cargo, amounting to 2,000 tons, lying at buoy No. 44—Thoresen Co.

Tuiping, British str., 4,283 tons, Capt. A. M. Frame, from Melbourne, via ports and Manila. The last mentioned port she left on November 4th, with 573 tons of general cargo, lying at Holt's Wharf—B. & S.

CLEARANCES.

November 6th.

Andre Lebon, for Shanghai.
 Henschel, for Takao.
 Bourdon, for Saigon.
 Chip Shing, for Tientsin.
 Chung Keng, for Tientsin.
 General Metzinger, for Saigon.
 Empress of Asia, for Shanghai.
 Lee Cheung, for Shanghai.
 President McKinley, for Manila.
 Sinking, for Amoy.
 Tak Ring, for Amoy.
 Tjinnanock, for Manila.
 Tjinnanock, for Amoy.
 Weikong, for Amoy.
 Yendai Maru, for Whampoa.
 Yorkmoor, for Banjoewang.

SHIPPING MOVEMENTS.

The E. & A. Co.'s s.s. Tunda left Manila for Hong Kong on Tuesday morning, with the outward Australian mails, and is due here tomorrow (Thursday) morning.

The s.s. Trevelard (B.I. and Apear Line) left Singapore for Hong Kong on the 5th inst., and is due here on Monday morning, the 12th inst.

The m.v. Chinese Prince, from New York, sailed from Keelung on Monday afternoon, and is expected to arrive at Hong Kong to-day (Wednesday) at daylight.

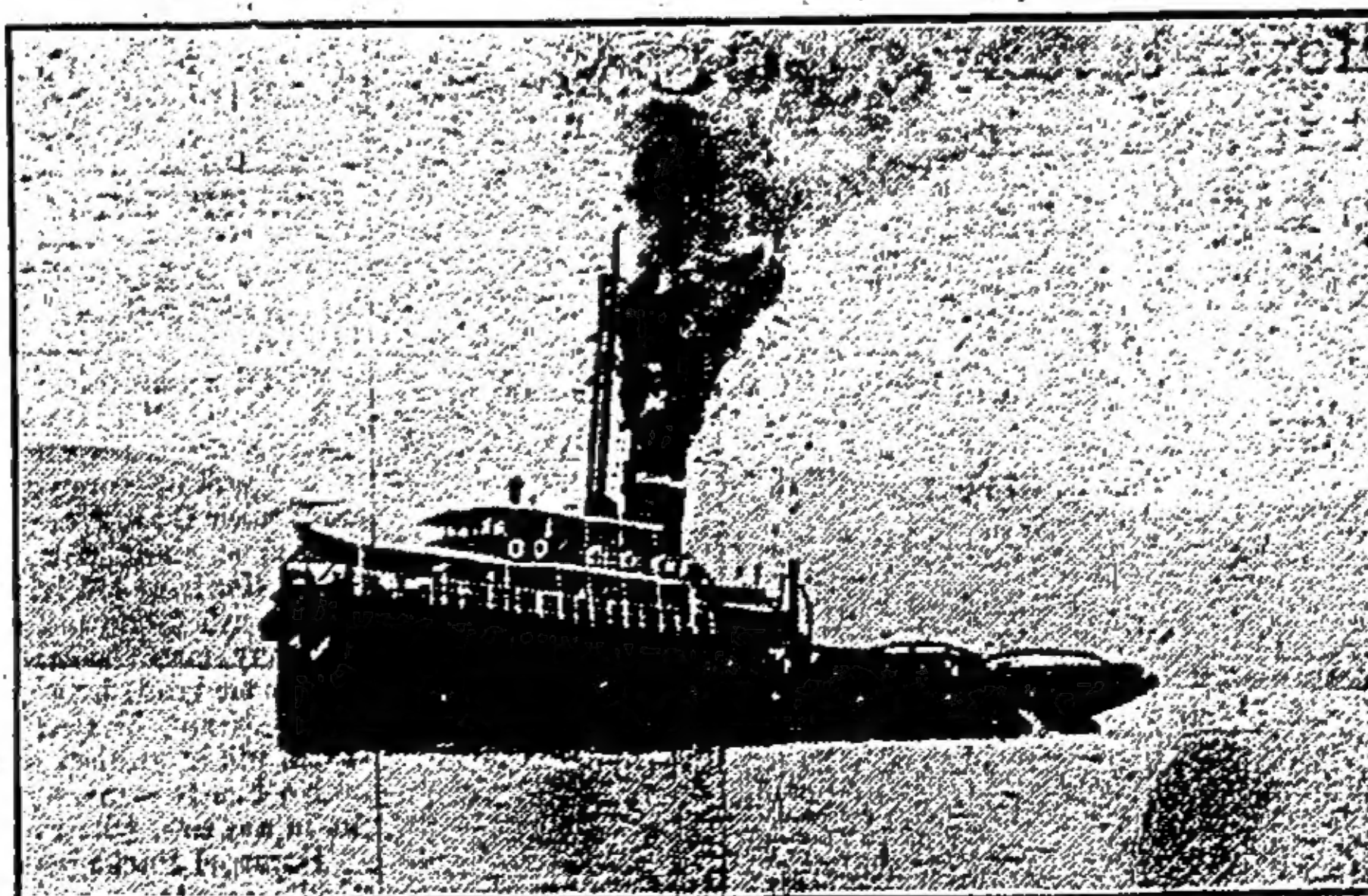
SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.41 a.m.	5.43 p.m.
To-morrow	6.32 "	5.43 "
Friday	6.23 "	5.42 "

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG.
 Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second, Edition; Western Union and Walking.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Hewick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1924. Length 100 ft., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven gyropumps and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	SHANGHAI	Date
TSINGTAU via SWATOW & SHANGHAI	"FOOCHING" "CHIAKANG" "YATSHING" "KWONGSANG"	Sun. 11th Nov. at 7 a.m. Wed. 14th Nov. at 7 a.m. Sun. 18th Nov. at 7 a.m. Wed. 21st Nov. at 7 a.m.
OSAKA via AMOI, S'HAL MOI & KOBE	"HOSANG"	Wed. 21st Nov. at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"KUTSANG"	Sun. 2nd Dec. at 7 a.m.
STRAITS & CALCUTTA	"SUISANG" "KUMSANG" "FOOKSANG"	Satur. 10th Nov. at 3 p.m. Fri. 18th Nov. at 3 p.m. Tues. 20th Nov. at 3 p.m.
RANDAKAN	"MAUSANG"	Thurs. 15th Nov. at 3 p.m.
CANTON	"CHAKSANG"	Thurs. 8th Nov. at 5 a.m.
TIENTSIN	"CHONGSHING" "CHIPSING"	Tues. 20th Nov. at 5 p.m. Fri. 30th Nov. at 5 p.m.

For Freight or Passage, apply to -

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: Central No. 115.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENSHIRE"	(via Oran)	13th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.
Steamship "GLENIFERR"	(via Oran)	9th Jan., 1929
Steamship "GLENSEANE"	(via Oran)	6th Feb.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "FEMBROKESHIRE"	10th Nov.
Steamship "GLENIFERR"	33rd Nov.
Steamship "GLENMARTENSHIRE"	15th Dec.
Steamship "GLENSEANE"	31st Dec.
Motor Vessel "GLENOGLE"	6th Jan., 1929

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AFRIKA"

loading on or about

8th November

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM,
 HAMBURG, BREMEN, COPENHAGEN AND OTHER
 SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Malaya"	23rd Nov.	8th Dec.
M.S. "Siam"	15th Dec.	8th Jan., 1929
M.S. "Panama"	31st Dec.	25th Feb. "
M.S. "Danmark"	11th Jan.	9th Feb. "
M.S. "Java"	22nd Jan.	1st Mar. "
M.S. "Australia"	11th Feb.	24th Mar. "

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:-

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING,

Telephone C. 4072.

Agents.

14



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class	£73.	Intermediate class	£48.
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THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class	£80.
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NEXT SAILINGS TO EUROPE:-

Pass. S.S. "BAARBRUCKEN"	departure 17th Nov.
Freight S.S. "Franken"	departure 6th Dec.
Pass. S.S. "COBLENZ"	departure 15th Dec.
Freight S.S. "Koenigsberg"	departure 27th Dec.

Passenger steamers sailing via Manila and Ports to Genoa.

Freight steamers sailing via Singapore and Ports to Marseilles.

Rotterdam, Hamburg and Bremen.

Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:-

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class	\$75.00.	Intermediate class	\$45.00.
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Freight S.S. "Pala"	due here 11th Nov.
Pass. S.S. "COBLENZ"	due here 18th Nov.
Freight S.S. "Bismarck"	due here 15th Dec.
Pass. S.S. "FULDA"	due here 18th Dec.
Freight S.S. "Main"	due here 22nd Dec.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378. 3, Charter Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers, Sailings
 subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAITANG	Friday, the 9th Nov. at 2 p.m.
HAICHING	Tuesday, the 13th Nov. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to -

DOUGLAS LAPRAIK & CO.,

General Managers.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Feb. 30
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 37
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	May 31
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22

(E/Asia and E/France call at Nagasaki the day after departure from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Nov. 20	Nov. 22	EMPEROR OF CANADA	Nov. 23
Dec. 31	Dec. 23	EMPEROR OF ASIA	Dec. 24

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department Tel. C. 752. Cable: "GACANPAC."
Freight and Express: Tel. C. 42. Cable: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$130, \$115, \$110, \$105, \$100, \$95, \$90, \$85, \$80, \$75, \$70, \$65, \$60, \$55, \$50, \$45, \$40, \$35, \$30, \$25, \$20, \$15, \$10, \$5, \$0

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
KORUM MARU ... Tuesday, 13th Nov.
SHINYO MARU ... Tuesday, 27th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
HARUNA MARU ... Saturday, 17th Nov.
KITANO MARU ... Saturday, 1st Dec.

SYDNEY & MELBOURNE via Manila & Porto.
MISHIMA MARU (Calla Zamboanga) ... Wednesday, 21st Nov.
TANGU MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Sunday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
RAKUYO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
RAKUYO MARU ... Friday, 9th Nov.

NEW YORK AND BOSTON via PANAMA.
TOSUYAMA MARU ... Monday, 26th Nov.
ASUKA MARU ... Saturday, 8th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.
TOTOOKA MARU ... Wednesday, 21st Nov.

CAIRO via Singapore, Penang & Rangoon.
MALACCA MARU ... Thursday, 8th Nov.
PENANG MARU ... Monday, 19th Nov.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.
MORIOKA MARU (Mojiko direct) ... Thursday, 8th Nov.
KOTORI MARU ... Monday, 12th Nov.
KAMAKURA MARU (Kobe direct) ... Monday, 19th Nov.

Subject to alteration without notice.
For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchange to all Depots).



KONINKLIJKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 8th November, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. Your Business, Our Road.

Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

DECREASE IN CARGO
TOTALS.

ONLY TEN ARRIVALS.

With only ten arrivals and four-
teen departures, of which three ar-
rivals and four departures were
British, the general cargo returns
for the 24 hours ending at 9 a.m.
yesterday were low. British ves-
sels were shown as heaviest cargo
carriers.

Eight vessels discharged 3,593
tons of local imports of which
2,088 tons were from two British
vessels. The best returns were
from the s.s. *Halvard* (British)
from Hoibow with 2,400 tons of
coal; and the s.s. *Halldor* (Nor-
wegian) from Bangkok and Koha-
kang with 2,040 tons of rice and
general cargo.

Only three vessels carried
through freights amounting to
7,900 tons, of which 4,025 tons were
on board the s.s. *Benarlich* the
only British carrier. This vessel
arrived from London and Manila.
The s.s. *President McKinley*
(American) had 3,013 tons of
general cargo.

The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	3	4
Japanese	1	2
Norwegian	2	2
Chinese	1	2
Dutch	1	1
French	1	0
American	1	3
Total	10	14

DETAILS OF FREIGHTS.

Halvard (British) arrived from
Hoibow with 2,400 tons of coal and
60 tons of general cargo.

Benarlich (British) arrived from
London and Manila with 538 tons
of general cargo for Hong Kong
and 4,025 tons for through ports.

President McKinley (American)
arrived from San Francisco and
Shanghai with 1,408 tons of canned
goods and old newspaper, and 3,013
tons of general cargo for through
ports.

General Metinger (French) ar-
rived from Shanghai with 805 tons
of general cargo for through ports.

Helio (Norwegian) arrived from
Bangkok and Swatow with 1,615
tons of rice.

Halldor (Norwegian) arrived
from Bangkok and Kosichang with
2,040 tons of rice.

Korea Maru (Japanese) arrived
from Los Angeles and Shanghai
with 400 tons of general cargo for
Hong Kong.

VESSELS EXPECTED.

American Mail Line.

President Jefferson, Nov. 9th.

President McKinley, Nov. 12th.

Australian-Oriental Line.

Changie, Dec. 7th.

Taipei, January 4th.

Bank Line.

City of Perth, Nov. 15th.

Superior, Nov. 28th.

City of Chester, Nov. 30th.

City of Lahore, Dec. 8th.

City of Bedford, Dec. 24th.

City of Madras, Dec. 25th.

Canadian Pacific Line.

Empress of Canada, Nov. 19th.

Empress of France, Nov. 25th.

Blue Funnel Line.

Ision, to-day.

Recon, Nov. 13th.

Menelaus, Nov. 13th.

Perseus, Nov. 17th.

Pyrrhus, Nov. 17th.

Titan, Nov. 20th.

Helena, Nov. 24th.

Tyndarus, Nov. 25th.

Aphalion, Nov. 27th.

Antenor, Nov. 28th.

Glauca, Nov. 30th.

Telemachus, Dec. 5th.

Philotes, Dec. 9th.

Aeneas, Dec. 11th.

Polemon, Dec. 18th.

Polemon, Dec. 25th.

Aeneas, Dec. 29th.

Achilles, January 8th.

Kingfisher, January 8th.

Talithybia, January 8th.

Lycan, January 10th.

Sargodon, January 10th.

Enmau, January 11th.

Automedon, January 15th.

Tydeus, January 20th.

Dolius, January 31st.

Keenum, January 31st.

Calchas, February 3rd.

Patroclus, February 7th.

Phemius, February 7th.

Autolycus, February 8th.

Teucer, February 20th.

British-India and Apeor Line.

Trevelard, Nov. 12th.

Takada, Nov. 17th.

Talamba, Nov. 25th.

Talawa, Nov. 26th.

Takliva, Dec. 18th.

Santhia, Dec. 25th.

Dodwell & Co.

Esquima, to-morrow.

Vimale, Nov. 13th.

Calulu, Nov. 14th.

Romolo, Dec. 8th.

East Asiatic Co., Copenhagen.

Afrika, to-morrow.

Siam, Nov. 29th.

Malaya, Dec. 8th.

Panama, Dec. 15th.

Danmark, Dec. 31st.

Java, January 20th.

Australien, February 11th.

Eastern and Australian Lines.

Tanda, to-morrow.

St. Albans, Dec. 3rd.

Archura, January 7th.

Glen Line.

Pembroke, Nov. 11th.

Glenkil, Nov. 13th.

Glenkil, Nov. 23rd.

Carmarthenshire, Dec. 12th.

Glenkil, Dec. 31st.

Glenkil, January 8th.

Hamburg-America Line.

Sachsen, Nov. 11th.

Burgund, Nov. 13th.

Oldenburg, Dec. 9th.

Oldenburg, Dec. 21st.

Emil Kirdorf, January 4th.

Havelland, Jan. 21st.

Java-China-Japan Line.

Tjikembang, to-day.

Tjikembang, Nov. 12th.

Tjikembang, Nov. 18th.

Tjikembang, Nov. 21st.

Tjikembang, Nov. 30th.

Tjikembang, Dec. 3rd.

Messageries Maritimes.

Paul Leat, Nov. 20th.

Chenouevac, Nov. 30th.

Annie Lebon, Dec. 4th.

Annie Lebon, Dec. 5th.

Atkos II, Dec. 19th.

D'Attagan, January 2nd.

Sphinx, January 16th.

General Metinger, Jan. 30th.

Nippon Yusen Kaisha.

Nanaiyo Maru, to-day.

Nanaiyo Maru, to-day.

Hakata Maru, Nov. 9th.

Katori Maru, Nov. 11th.

Tango Maru, Nov. 15th.

Norddeutscher Lloyd, Bremen.

Pfalz, Nov. 11th.

Saarbrücken, Nov. 17th.

Gölsen, Nov. 18th.

Hemsheld, Dec. 18th.

Fulda, Dec. 18th.

DAILY WATERFRONT NEWS.

PASSENGER RETURNS FOR
OCTOBER

[BY LONGSHOREMAN.]

The passenger traffic for the
month of October is posted at the
Harbour Office, as follows:—
Ocean steamers 30,172 58,243
River steamers 38,635 89,064
Junks and launches 7,712 9,610
Total 146,519 162,926

Rough Passage.

The s.s. *Benarlich* which arrived
here yesterday from Manila reports
that she experienced very strong
N.E. monsoon, with mountainous
seas and swell. The vessel was ship-
ping water fore and aft. The
Benarlich is a vessel of 3,900 tons.

Death From Apoplexy.

The master of the s.s. *President*
McKinley arriving from San Fran-
cisco and Manila reports that a
Chinese passenger died during the
voyage from apoplexy. The vessel
carried 111 Chinese passengers.

Eight And Left In The Navy.

"Captain, R.N. (retired)" writes
to a London paper, "I noticed re-
cently that it was stated that at the
International Conference of Sea-
men the adoption of the 'Right'
and 'Left' system for helm orders
was unanimously recommended. I
find it interesting to recall my own
experience while serving as first
lieutenant in H.M.S. *Juno* during
the manoeuvres of 1912. The cap-
tain was a very keen advocate of
the 'Right' and 'Left' system, and
obtained the permission to give
it a careful trial in H.M.S. *Juno*
for the period of the manoeuvres,
some three or four weeks.

"The words 'Port' and 'Star-
board' were eliminated. If it was
required to alter course to 'Star-
board', the order given was
'Right!' The wheel was then
moved to the 'Right'.

"At the conclusion of the man-
oeuvres the captain asked each officer
and man who had worked under it
what they thought of the system.
One of the senior and one of the
junior officers were against the
method, but the rest of the officers,
and all the ratings, quartermasters,
helmsmen, etc., were in favour of
it. The report made by the captain
was forwarded to the Admiralty,
but with what result I cannot say."

Asiatic Deck Passengers.

Four vessels brought 85 Asiatic
deck passengers to the Colony dur-
ing the 24 hours ended at 8 a.m.
yesterday.

Peninsular and Oriental.

Macedonia, Nov. 9th.
Malwa, Nov. 9th.
Kidderpore, Nov. 13th.

Trevelard, Nov. 21st.
Nalderia, Nov. 23rd.
Kalyan, Nov. 24th.

Karmala, Dec. 1st.
Jeypore, Dec. 8th.
Malwa, Dec. 7th.

Trevelard, Dec. 7th.
Kashmir, Dec. 15th.
Kalyan, Dec. 21st.

Moera, January 4th.
Kashgar, January 15th.
Padua, January 18th.

Khiva, February 15th.
Prince Line.

Chinese Prince, to-day.
Malayan Prince, Dec. 5

